

Being the world's largest builders of cylinders cars
 permit HUDSON to give the greatest price advantages,
 with the finest quality in HUDSON history. Every-
 where it is called "the World's Greatest Buy" because
 it is universally acknowledged that no car gives like
 quality, reliability, performance and fine appearance
 within bounds of dollars of its price. And HUDSON
 economy, which the praise of a vast ownership has made
 famous, consists not only in the important first cost
 savings, but also in the way HUDSONS retain their new
 car qualities and performance in long service with little
 need for mechanical attention.

Touring \$2,995 Coach \$3,195
 Including complete special equipment.

THE DRAGON MOTOR CAR CO., LTD.
 33, Wong Nei Chung Road, Happy Valley.

China Mail

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1845

No. 19,885

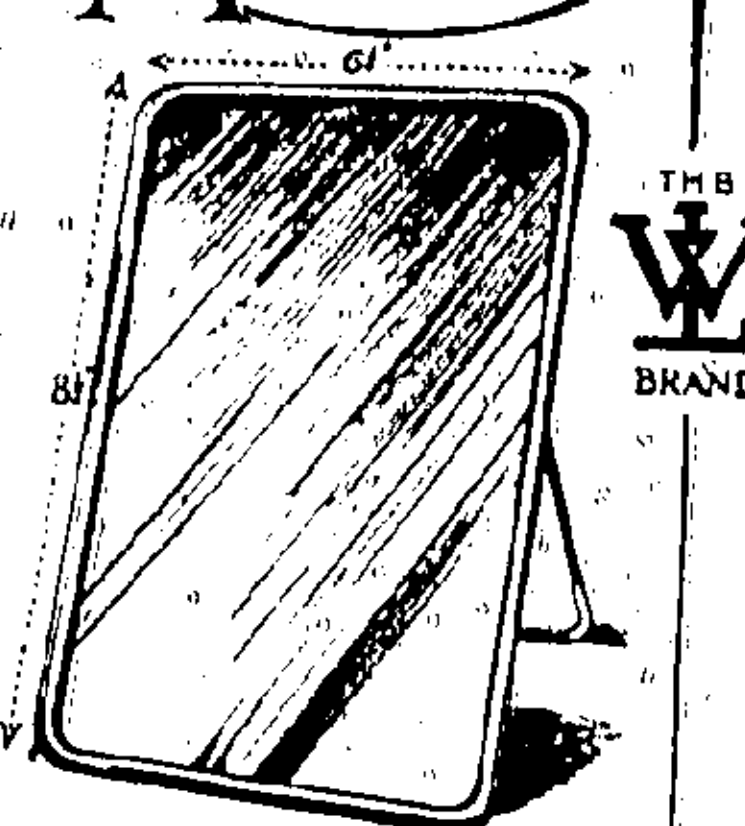
HONGKONG, SATURDAY, AUGUST 21, 1926. PRICE, \$3.00 Per Month.



N. LAZARUS,
 Hongkong's only European Optician
 Established over Forty Years.
 Manager: Ralph A. Cooper,
 Optometrist (Canada).

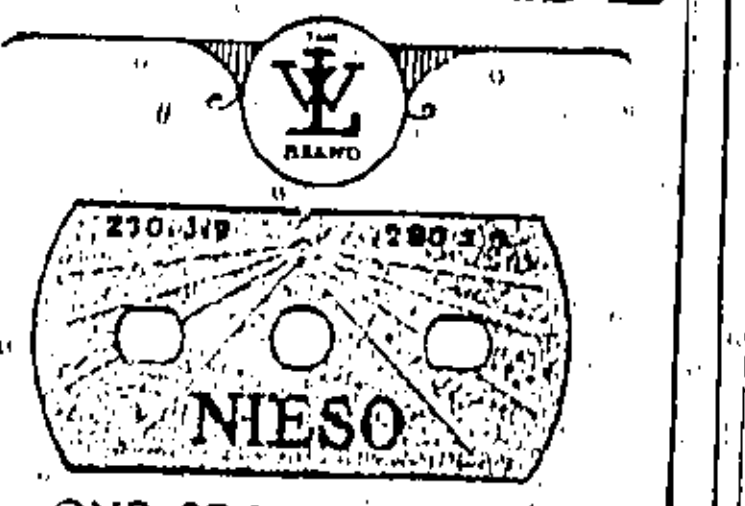
WHITEAWAY'S
GREAT
SUMMER SALE
 FURTHER BARGAINS
 FOR
 FOURTH WEEK

REFLECTA
MIRROR



ONE OF
 WHITEAWAY'S STANDARD VALUES
 THE "REFLECTA"
 MIRROR
 for shaving or picnic use.
 Strong metal frame.
 Size 8 by 6 inches.
 CLEARING PRICE 25 Cts.

NIESO
 Safety
RAZOR BLADE



ONE OF WHITEAWAY'S
 STANDARD VALUES
RAZOR BLADES
 The most wonderful value ever
 offered in Razor Blades.
 Fits all Gillette type
 razors.
 50 Cts. Pkt. of 12.

WHITEAWAY, LAIDLAW
& CO., LTD.
 HONGKONG.

NOTICE
TO SHIPOWNERS,
MASTERS & AGENTS.

The Yuen Wo Seamen's
 Institute always has men
 available to ship as watch-
 men, seamen, &c.

Our men are employed
 by the leading passenger
 lines. We guarantee satis-
 faction.

Please phone or call:—
 K.661—No. 2, Saigon
 Street, Yaumati or
 C.2560—No. 38, Tung
 Man Street.

CAMPBELL MOORE & CO.
LADIES' & GENTLEMEN'S
HAIR DRESSERS.
LADIES' HAIR SHINGLE
A SPECIALITY.
ALSO MANICURE AND
MARCEL WAVING.

19, Queen's Road C. 1st floor.

RENTS POSITION.

Local Facts: Sequel to
 Decontrol.

CHANGES SINCE JULY 1.

Peculiarities of Restriction
 Problem.

By now it is possible to ascertain
 the extent of changes in local
 rentals, as a result of decontrol on
 July 1.

A period has elapsed in which
 practically all owners who wanted
 to send out notices have been able
 to do so. Hitherto landlords were
 disallowed from raising rents, gen-
 erally speaking, and from demand-
 ing possession of premises within
 the scope of the Restriction Ordinance.

A fairly reliable estimate is that
 just about half, or under, of prop-
 erty in the Colony, has been
 affected. This figure is given ac-
 cording to numbers of buildings
 and is not based on values.

On the other hand, the "China
 Mail" has received concrete evi-
 dence of the owners of a block of
 tenements in town refusing a
 series of tempting offers.

Suburban Advantages.
 Rents on these houses are the
 same as ten years ago, leave alone
 the "standard amount," at the end
 of 1926. The 15 per cent. increase
 permitted last year was not avail-
 able. Old tenants remain today
 in spite of suggestions by "com-
 petitors" to pay more for occupa-
 tion.

There has been a gradual migra-
 tion from the crowded central dis-
 trict to what may be called the
 suburbs.

Communications are such to-day
 that there is little disadvantage in
 living out in the "districts." At
 Shamshipo and elsewhere, hitherto
 empty flats are being occupied by
 those unable to bear the strain of
 higher rents in the city. These
 moving tenants may or may not ap-
 preciate the wider streets and more
 modern surroundings in the recent-
 ly developed area.

Shops and Cubicles.
 Kennedy Town and the more re-
 mote parts of Wanchai have also
 come in for favourable considera-
 tion.

Not so with that section of the
 business community known as the
 shopkeepers. To retain custom,
 they must needs stay where they
 have built up their establishment.
 Shops in the more popular areas
 are not getting bigger turnovers in
 these times but the landlords have
 raised rents in a good many in-
 stances, only in judicious propor-
 tion.

Then again there is one curious
 factor which baffles investigation.
 It is the large number of vacant
 cubicles in the city—that is, large
 in ratio to the number of empty
 flats and the almost entire absence
 of empty houses.

Chinese Look to K.R.A.
 It has been generally conceded
 that "investor" landlords have been
 reasonable. Increases of rent that
 come within the category of un-
 reasonable are attributed to specu-
 lators who were caught by the
 slump.

Mortgagees of house property
 have also been blamed for putting
 up rents here and there, to ensure
 a safe return on outlay in loans.
 Curiously a great many Chinese
 tenants are looking to the Kowloon
 Residents' Association for a lead in
 action towards retrieving control
 or semi-control.

A Fair Rents Board is accepted
 as the best solution, same to be
 based on the working of similar
 tribunals in the Far East rather
 than those of further parts of the
 world.

TYPHOON COMING?

ANOTHER FORMING OUT IN
 PACIFIC.

COMING TOWARDS COAST.

This morning, another typhoon
 was "spotted," this one being likely
 to cause bad weather in the neigh-
 bourhood of Hongkong, if no worse.
 It is still out in the Pacific, but
 it is coming westwards. If the
 direction is not changed, it will
 strike the coast to the south-west
 of Hongkong. But unless it fills
 up or swerves northwards then bad
 weather by Monday is not impro-
 probable.

The position given at 10.45 a.m.
 was Lat. 19° N., Long. 125° E. (with-
 in 120 miles). This is about 600
 miles or so from Hongkong.

Meanwhile the typhoon near
 Hainan Island has gone to the N.W.
 and is filling-up. There is no news
 about the one which re-curved east-
 wards near Formosa.

For the first part of the week-
 end, at any rate, there is favourable
 forecast.

Till noon to-morrow, the predic-
 tion is—S.E. or variable winds,
 moderate to light; fine.

At 10.50 a.m. the Observatory re-
 ported:—
 Pressure has decreased moder-
 ately from Basco to Manila and
 slightly over Formosa, the Loochoos
 and Tonkin. It has increased
 slightly over central Japan and is

KOWLOON 'BUSES.

Leyland "Lions" Now on
 Order.

OF BRITISH MAKE.

New Vehicles To Arrive In
 December.

A start has now been made
 towards gradually replacing the
 old motor buses in Kowloon with
 vehicles of modern design contain-
 ing features tending to passenger
 comfort.

The Kowloon Bus Companies are
 required to order British made
 vehicles and first choice has fallen
 on the Leyland Motors Ltd., of
 Leyland, Lancs. Six of their new
 range of passenger models known
 as Leyland "Lions" are now on or-
 der and should arrive in time to be
 completed and ready for the road in
 December.

Three of the vehicles are for the
 China Motor Bus Co., Ltd., and
 three for the Kowloon Motor Bus
 Co., Ltd. In the case of the latter
 company they have specified for the
 buses to be painted in attractive
 colours to distinguish them from
 the others, while the route number
 will also be shown at night on a
 green ground.

To Seat 30 Each.
 According to specification, the
 new buses will have room for about
 30 passengers and have two en-

TRADE LOAN.

DRAFT OF BILL PUBLISHED
 IN "GAZETTE."

CHARGE ON COLONY.

The following Bill, which it is
 proposed to introduce into the
 Legislative Council, shortly, is
 published for general information:

A Bill intitled an Ordinance to
 charge a certain loan upon the
 general revenue and assets of the
 Colony of Hongkong.

Whereas the Governor on behalf
 of the Government of the Colony
 of Hongkong has recently borrowed
 certain moneys for the purpose of
 making loans on security approved
 by him or under his authority to
 merchants and others in the Colony
 during a certain period of financial
 stringency:

And whereas although the de-
 mand for such loans has now prac-
 tically ceased it is possible that the
 Governor on behalf of the Govern-
 ment of the Colony of Hongkong
 may desire to borrow certain other
 moneys for the said purpose:

And whereas it is desirable that
 any principal moneys so borrowed
 or to be borrowed and the interest
 thereon shall be charged upon the
 general revenue and assets of the
 Colony:

Be it therefore enacted by the
 Governor of Hongkong, with the
 advice and consent of the Legisla-
 tive Council thereof, as follows:—

HARBOUR FERRIES.

For Motor And Lorry
 Transport?

SCHEME REVIEWED.

Question To Be Brought Up
 In Council.

Is the time not far distant when
 there will be an efficient service
 across the harbour providing for
 the transport of lorries and motor
 cars as well as passengers?

When, in March 1925, the Govern-
 ment wrote to the Chamber of Com-
 merce that it regarded the institu-
 tion of a vehicular ferry across the
 harbour as a work of considerable
 urgency and the then Colonial
 Secretary stated that the Govern-
 ment hoped to proceed with the
 work at once, it was generally an-
 ticipated that a year would see the
 scheme well in hand.

A "China Mail" representative
 who made enquiries as to how
 matters stood to date was informed
 that a certain amount of work
 had been done in connection with
 the scheme and the Government in-
 tended pressing on with it at the
 earliest possible moment. As a
 question is to be asked at next
 Council meeting and a full report
 will then be submitted, it is not pos-
 sible at the moment to go into
 particulars as to what work has
 been put in hand and what else
 it is intended to accomplish in the
 immediate future.

Jubilee—Jordan Roads.

The importance of the proposed
 scheme, however, justifies a brief
 review of the suggestions which
 have been put forward in the past.
 Schemes of harbour development
 submitted as long ago as 1923 pro-
 vided for the provision of ferries
 capable of carrying lorries and
 motors, these to run from Jordan
 Road, Kowloon, to Jubilee Road,
 Hongkong. The then Assistant
 Colonial Secretary stated that it
 was intended to provide for large
 vessels capable of carrying at least
 ten lorries each. He personally
 favoured the transit of passengers
 free on such a ferry as he thought
 it was to the public interest to have
 a free ferry just as one had a free
 road.

The scheme as advanced origin-
 ally (and it is believed that the
 recommendations then put forward
 still stand) provided for the con-
 struction of a wharf at each end
 with concourse area, to avoid a
 great congregation of richas wait-
 ing to take passengers from one
 wharf to another. A passenger
 would be able to go from one ferry
 to another without leaving the
 wharf. The Jubilee Street site had
 been chosen as the Chinese did not
 wish to go further East than
 Jubilee Street; neither was it de-
 sirable to bring lorries close to the
 big office buildings in the centre of
 the town. Jordan Road had been
 chosen as the principal develop-
 ment of the district was in that
 vicinity. Kowloon Point had been
 suggested but this was a mile from
 Yaumati and the immense develop-
 ment of Chinese traffic had to be
 taken into consideration.

Type of Ferries.

The Chairman of the Chamber of
 Commerce, Shipping Committee
 which considered the scheme said
 that the idea he had was to pro-
 vide ferries along the following
 lines:

"The type of ferries suitable
 would be equal-ended vessels of
 about 150 feet long by 49
 feet beam, driven by steam
 or possibly motors and hav-
 ing a speed to give an eight to ten
 minutes service. Instead of the
 present system of side berthing
 they should berth end on in an
 entrance of the same form as the
 vessel. On the lower deck accom-
 modation should be provided for
 12 to 16 motor vehicles (passenger,
 truck or ambulance) with a bar-
 rade on each side and the remain-
 ing space on deck would carry
 about 250 passengers when the full
 complement of cars was carried.
 The upper deck would accommodate
 about 300 passengers with a good
 percentage of covered-in space for
 bad weather."

The lorries mentioned presu-
 mably refer to the transport of goods
 across the harbour, the provision
 of facilities for which would
 obviate a good deal of wasteful
 handling.

TO-DAY'S DOLLAR.

The closing rate of the dollar,
 on demand to-day was 2/1 15/16

HANDKERCHIEFS

with Ties to match



A splendid selection to
 choose from in English
 Foulard and Crepe de
 Chine silk.

LINEN HANDKERCHIEFS

In white or plain colours,
 also fancy designs. Very
 suitable for wear with
 washing suits.

We allow 10% discount for Cash

MACKINTOSH
& CO., LTD.

Men's Wear, Specialists.
 Alexandra Building,
 Des Voeux Road.

Those who deal with us may be
 assured of the following advantages:
FAIR PRICES
FRESH STOCK
FINE QUALITY
FAITHFUL SERVICES
TABACQUERIA FILIPINA



ALBERT

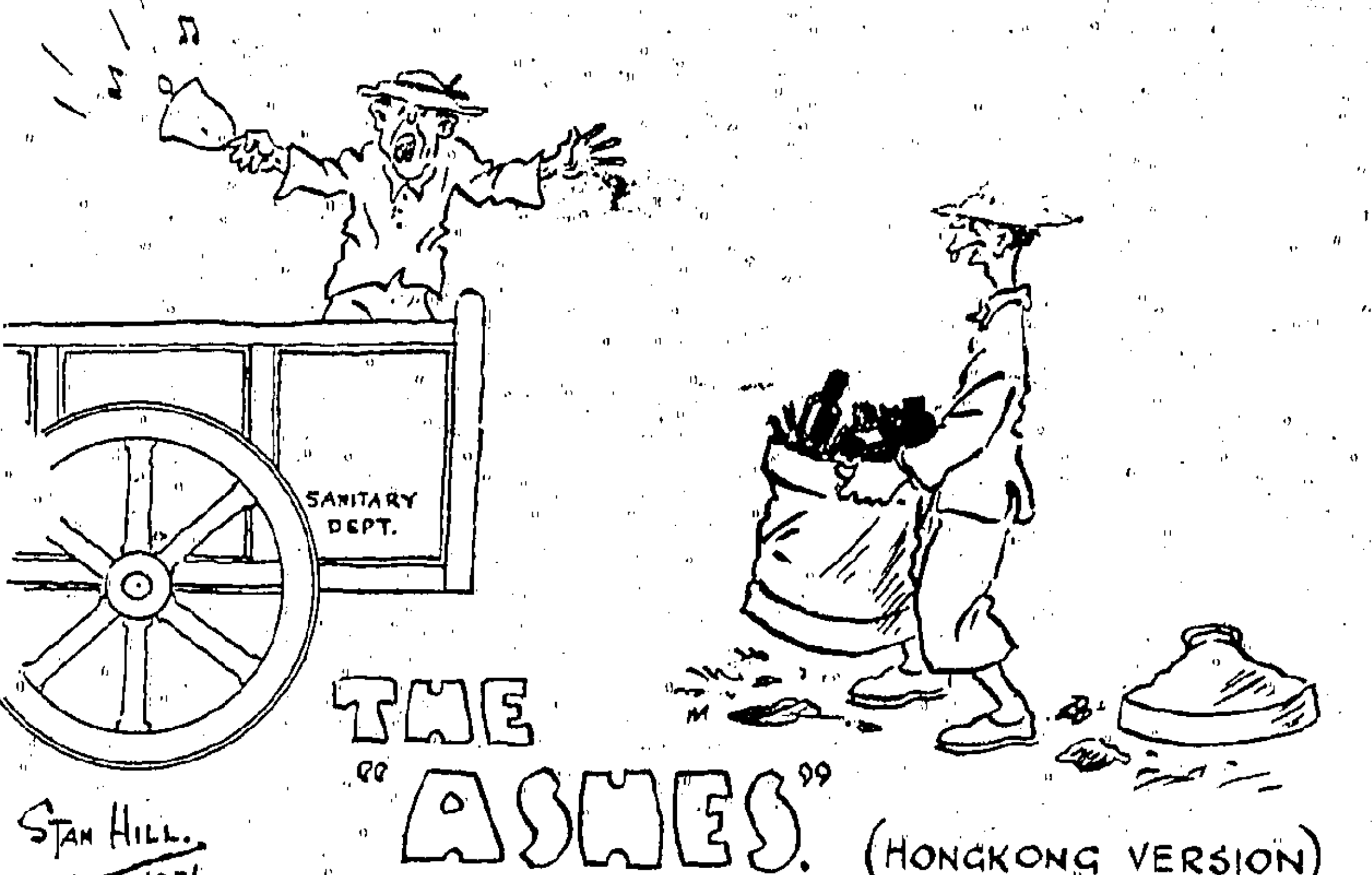
Only French Restaurant
 in Hongkong where the
 cooking is done by a
 French Cook Chef

Tiffin \$1.00
 Dinner \$1.25

For the best food and
 Wine, where shall we go?

To ALBERT'S

22, Queen's Road Central
 (Opposite Hongkong Hotel
 Building)



No. 16, the figure on the right is not Horseshoe Collins, with his bit of the Oval wicket. It is one of the S.D. coolies in the Colony (whose name is Legion), with the "Ashes" and unmythical urn.

nearly stationary from Hongkong
 to Chefoo.

The typhoon is filling up to the
 north of Hongkong.
 Another has formed to the east
 of the Balintang Channel. It ap-
 pears to be moving westwards.

LOCAL KIDNAPPERS.

There was another armed ro-
 bbery at 1 a.m. on Friday night, in
 which seven men, who had four
 revolvers and a mauler pistol be-
 tween them, entered a house at
 Shum Wat Village, at Lan Tau
 Island, and after ransacking the
 house, kidnapped a girl 16 years of
 age.

The robbers threatened the oc-
 cupants with their weapons and
 bound their hands, and feet with a
 rope.

After staying two hours in the
 house, the robbers left with \$200
 in cash, three pairs of gold rattan
 bangles, and thirty articles of
 clothing.

The robbers, not contented with
 this, kidnapped the girl who was
 later released near the Chu Tam,
 Tai, O, Lantau Island.
 The girl released her companions
 when she returned home, and re-
 ported the case to the police at Tai
 O.

A clerk employed by Messrs.
 Kwon Hing was charged at the
 Central Magistracy this morning
 with embezzling \$264. Six
 months ago the prisoner embezzled
 the sum of \$410.90 for which
 he was forgiven. He was sen-
 tenced to three months' hard
 labour.

trances on the left. A door on the
 right will provide access to the
 driver's compartment which will be
 entirely separate from the passen-
 ger saloon.

The Leyland "Lion" is a single-
 deck saloon bus of entirely new
 design, and it is claimed that, with
 its progressive springs, its pneu-
 matic tyres, its low and stable con-
 struction, an appeal is made to the
 eye which is completely substantiated
 by the physical comfort and
 vibrationless transit ensured for
 the passengers by the smooth and
 silent running power unit, the
 smoothly operating plate clutch,
 the flexible couplings to the silent
 transmission, and the powerful
 brakes.

4-Cylinder Engine.

What is known as the Leyland
 "Spherical Thrust" transmits the
 power direct from the road wheels
 to the chassis without the inter-
 vention of the springs.

The height of the frame from the
 ground (no more than 2 ft 4 in.)
 has resulted in great ease of access
 for the passengers without sacri-
 ficing the accessibility of important
 working parts and without reducing
 the ground clearance.

The new engine has four cylin-
 ders, bore 4 1/2 in., stroke 5 1/2 in.,
 R.A.C. rating 29 b.h.p., developing
 43.5 b.h.p. at 1,000 r.p.m. and 58
 b.h.p. at 1,800 r.p.m. The valves
 are of overhead type, contained in
 the cylinder head and operated by
 the camshaft through push-rods
 and a simple rocker gear.

Bright Illumination.

In designing the chassis, special
 consideration has been given to
 retaining the maximum accessi-
 bility to all working parts. Other
 new features such as the three-
 point engine and gear-box suspen-
 sion eliminate from these units the

This Ordinance may be cited
 as the Trade Loan Ordinance, 1926.

In this Ordinance, "Trade
 loan" means the aggregate for the
 time being of any moneys hitherto
 borrowed, or hereafter to be bor-
 rowed, by the Governor on behalf
 of the Government of the Colony
 of Hongkong, for the purpose re-
 ferred to in the first recital of the
 preamble of this Ordinance, to-
 gether with any interest on the said
 principal moneys due or to become
 due under the terms of the agree-
 ments under which the respective
 principal moneys were or shall be
 borrowed: Provided that such prin-
 cipal moneys, whether already bor-
 rowed or hereafter to be borrowed,
 shall have been acknowledged by
 the Secretary of State on behalf of
 the Government of Hongkong, in a
 letter or some other document ad-
 dressed or delivered to the respec-
 tive lenders, as coming within the
 provisions of this Ordinance.

The aggregate for the time
 being of the principal moneys oc-
 ccurring and included in the trade
 loan shall not exceed the sum of
 three million pounds sterling.

(Continued on Page 12.)

detrimental effects of frame dis-
 tortion and add materially to their
 life.

A new design of steering gear
 which is to increase tyre life, to
 eliminate "wheel wobble," and to
 minimise steering effort.

A bright and even illumination
 has been obtained by the introduc-
 tion of an improved system incor-
 porating a special electric dynamo,
 direct-driven from the engine, and
 provided with a self-regulating
 device.

DODWELL & COMPANY, LTD.

FOR BOSTON AND NEW YORK Via SUEZ.

S.S. "BOLTON CASTLE" on/or about 19th September.

LLOYD TRIESTINO

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME). TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS. REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

"A" Class £72.10.0d. "B" Class £66.0.0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.

S.S. "FIUME-L" on/or about 4th September.
M.V. "VIMINALE" on/or about 5th October.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

S.S. "ROSANDRA" on/or about 7th September.
S.S. "FIUME-L" on/or about 30th September.
M.V. "VIMINALE" on/or about 30th October.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMVOLOSI" Sails from Calcutta 31st August.
S.S. "UMZUMBI" Sails from Calcutta 30th September.

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD., Agents.
Telephone Central 1030.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.
AMAZON MARU Tuesday 31st August.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Capetown.
MONTEVIDEO MARU Friday 3rd September.
BOMBAY—Via Singapore and Colombo.
TACOMA MARU Friday, 3rd September.
SYDNEY MARU Tuesday, 7th September.
SUMATRA MARU Sunday, 10th September.
CALCUTTA—Via Singapore and Rangoon.
SANUKI MARU Wednesday, 25th August.
BANGKOK—Via Saigon.
KOHMO MARU Monday, 30th August.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai and Japan Ports.

ALABAMA MARU (From Shanghai) Saturday, 1st September.
DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore and Colombo.
CHICAGO MARU Friday, 10th September.
NEW YORK—Via Japan ports, San Francisco and Panama.
ARGUN MARU (From Keelung) End of September.
JAPAN PORTS
ALASKA MARU Monday, 23rd August.
BINGO MARU Tuesday, 24th August.
KEELUNG via SWATOW & AMOY.
KAMO MARU Sunday, 22nd August noon.
HOZAN MARU Sunday, 23rd August noon.
TAKAO via SWATOW & AMOY.
KOFU MARU Wednesday, 25th Aug. 10 a.m.
TAKAO and KEELUNG.
GANGES MARU Wednesday 25th August.
SURABAYA MARU Sunday, 28th September.
DAIREN via CHEFOO and TSINGTAU.
KINZAN MARU Beginning of September.
For further particulars please apply to—
OSAKA SHOSHIN KAISHA.
M. TAKEUCHI, Manager.
Tel. Central No. 4088, 4089, 4090.

ELLERMAN & BUCKNALL STEAMSHIP CO., LTD., AMERICAN & MANCHURIAN LINE.

"CITY OF BARODA"

(9870 tons d.w.)

THE above steamer having accommodation for over 100 First Class passengers will be despatched via Philippines, Straits, Colombo and Suez Canal on 5th November, 1926, for New York where she is due to arrive on 3rd January, 1927.

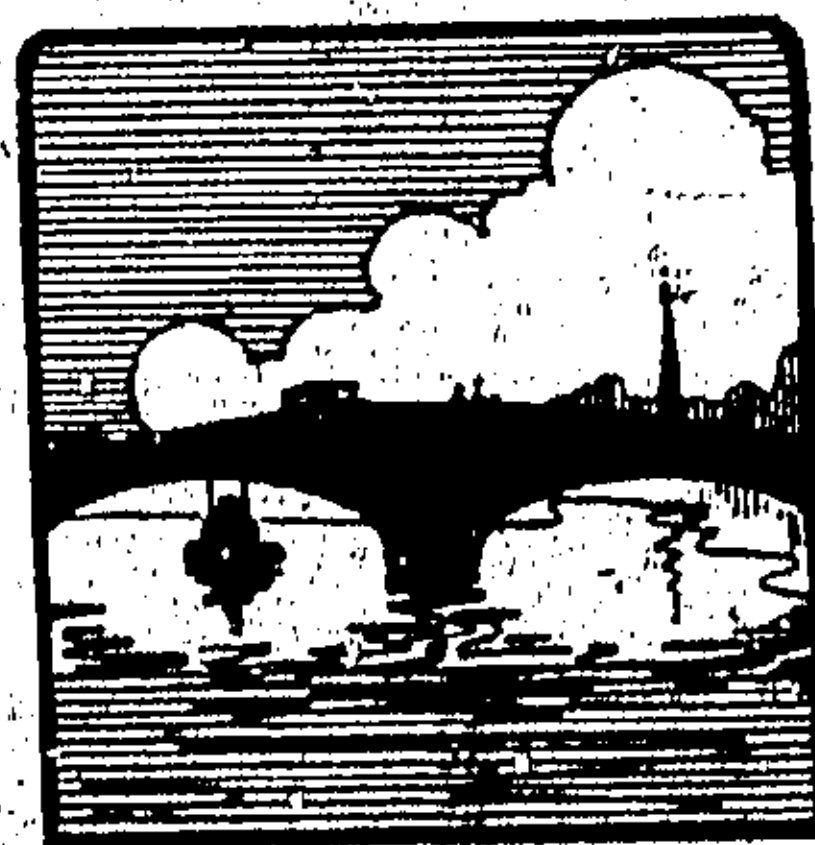
For Freight or Passage, apply to—

THE BANK LINE, LTD.

K. M. A.

CERAMIC & REFRACTORY PRODUCTS

CLINKER, PAVING, BUILDING & FIRE BRICKS



STONE-WARE, PIPES & GLAZED TILES

Ask for our Illustrated Catalogue—Compare our Prices and inspect our wide Range of Samples

THE KAILAN MINING ADMINISTRATION.
DODWELL & CO., LTD., Agents, Hongkong.

A NEW SERVICE.

AMERICAN MERCHANT LINE'S ENTERPRISE.

CHEAP TRAVEL TO U.S.A.

The extraordinary change that is coming over world-travel conditions, and the ease with which a journey of 3,000 miles can be made as well as a journey of 30 miles, is very strikingly illustrated in the latest enterprise of the American Merchant Lines, Runciman (London), Ltd. of 52, Leadenhall-street, E.C.3.

Realising the desire of all sorts of people, in all sorts of conditions, to enjoy cheap and comfortable ocean travel, this company has just opened a new passenger service between Tilbury and New York. The vessels are not of the luxury class, they are not ocean giants, only 74 passengers are accommodated on each ship; but the fare to New York is only £20 12s., and for the very intimate and comfortable quarters offered, it is the cheapest Atlantic ticket obtainable. All the cabins are on the upper decks, there is one class only, and this is known as "tourist cabin."

Up to the present the fleet of the American Merchant Lines has been busy with mails and cargo, and about one dozen privileged passengers were carried on each trip. But the speed and cheapness appealed so much to travellers that two weeks ago the passenger accommodation was all redecorated and extended, and adapted to carry 74 tourist passengers. The first voyage attracted 20 passengers, and this was so satisfactory that all bookings are now completed from August 13 to October 1.

The fleet on this service consists of five steamers, built in America during the war for troopship. They are each of 7,430 tons gross, and are 16 knots. Thus the journey from Tilbury to New York is covered in 9½ days. The steamers are the American Farmer, American Trader, American Merchant, American Shipper, and American Banker.

For size and time it is obvious these days cannot complete with the floating palaces of the Atlantic. But for those who appreciate travel with more freedom and leisure, and without too many frills, with greater intimacy and "family" atmosphere, this new cheap service must hold a very special appeal. Most of the cabins have three berths. There are some with two berths. The rates vary from £20 12s. to £23 16s., and private berths are attached to most of the cabins. These sailings are arranged for every Friday. From London, and each ship is an oil burner, turbine-driven.

QUAKE SMASHES P. I. LIGHTHOUSE.

The earthquake which interrupted Colonel Carmichael's luncheon on August 2, and according to reliable reports, made him exclaim, "Please pass the olives," also shook a lighthouse to pieces. The occulting white light at Sialat point on the western extremity of Catanduanes Islands is not working. In the words of its keeper, C. Manrique, it is "entirely fall down, broken to pieces." The shock of the earthquake proved too much for it. The bureau of public works assures mariners that the light will be reestablished as soon as possible.

Halifax, Nova Scotia, Aug. 11.—It is believed here that the entire crew of twenty-six aboard the schooner "Sylvia Mosher" perished in the wreck of the vessel which has been missing since the hurricane of last Saturday. Fragments of the schooner have been found on Sable Island.

"A Cairo message reads: The Egyptian flag will soon appear on the Seven Seas. The Government has announced its intention to purchase this summer two steamers, which will form the nucleus of the Egyptian merchant marine. The social commission charged with the purchase has received numerous offers, which have been forwarded to the Minister of Communication and a staff of technical experts for consideration.

River boat officers down from Hankow state that the depth of water by the Hankow Bund is over 48 feet—higher than it has been for a quarter of a century. The floods, it seems, continue and navigation is still extremely difficult owing to the fact that it is impossible to tell where the river banks. For miles down from Hankow the country is flooded, and all that can be seen of innumerable villages are the roofs of the houses just protruding from the water. Meanwhile, strange to relate, Hankow is cooler than Shanghai, even though it is so far inland and so much further south. Doubtless the heavy rains account for this.

SIR A. H. ROSTRON.

APPOINTED TO THE BERENGARIA.

After having been in command of the "Cunarder Mauretania" for 11 years, Captain Sir A. H. Rostrom, who has been invested with the honour of knighthood, has been promoted to the charge of the "Berengaria," in succession to Captain Irvine, who has been unwell for some time. Captain Ernest Diggle will take command of the "Mauretania" on her next trip, after having been temporarily in command of the "Berengaria."

Captain Britten, of the "Laconia," is taking command of the "Mauretania" during the present trip, and her departure from Southampton was witnessed by the Captain Rostrom, for whom the crew raised a succession of cheers when the vessel left the quayside.

DUTCH EAST INDIES.

VEXATIOUS DEMANDS UPON BRITISH SHIPOWNERS.

It may be remembered that an agreement was recently concluded for a reciprocal arrangement for the exemption of shipping from double taxation between Great Britain and the Netherlands, in accordance with Sect. 13 of the British Finance Act, 1923. As under Dutch law British and foreign vessels have not been subject to taxation the way was clear from the start for such an arrangement.

The agreement, however, only applies to Holland itself, and in the Dutch East Indies demands are made on British shipowners for taxation returns, including, in some cases, some vexatious requests for information which is really outside the immediate scope of the taxation authorities' purpose, and therefore involves the principle of disclosure of trade information.

It is to be hoped that the very satisfactory arrangement which has been concluded between Great Britain and Holland will be the prelude to an adjustment of the question in the Dutch East Indies.

OIL-FIRING APPLIANCES.

Among the distinctive features of four new motorships which are being built by Messrs. Harland and Wolff, Ltd., at Belfast, is a system of oil-firing appliances for the auxiliary boilers, for which Messrs. Kermode's Ltd. of Liverpool are responsible. The boilers themselves are being supplied by Messrs. Cochrane and Co., Annan, and the system thus adopted should prove, especially during the present shortage of coal, a real advantage.

In this connection it is of especial interest to note that Kermode's Ltd. are engaged in considerable work in the installation of emergency outfits, rendering necessary by reason of the coal strike, and the occasion affords an opportunity of comparing, very much to the advantage of oil, the prices of this heating medium and German or other foreign coal.

Among other jobs which they have done, or are doing, may be mentioned the "Daily Mail's" new office at Manchester, and the new London office, both of which have central heating schemes, the new establishment in London of Messrs. Thomas Cook and Sons, tourist agents, and six new motorships which are being built by Messrs. Doxford and Co., Ltd., Sunderland.

NOTABLE WHITE STAR OFFICIAL.

A notable figure of the White Star Line organization, Mr. George Prince, formerly manager of the second and third-class passenger departments at Southampton, has retired after 58 years' service. Mr. Prince joined the Inman Line in April, 1868, when ships were only about 3,000 tons each, though they carried 900 to 1,000 passengers. He saw the formation in 1870 of the White Star Line, when Mr. Thomas Ismay, with his partner, Mr. Imrie, began to develop the steamship business, and when a year later the world-famed Oceanic made her maiden voyage. Mr. Prince has been presented with a handsome gold watch, a pair of bowling woods, and a diamond ring for his wife.

Forty tons of old used street paving blocks were shipped on a vessel at Sunderland as bunkers to supplement a small coal supply for a voyage to France.

LOCAL SHIPPING.

TO-DAY'S ARRIVALS AND CLEARANCES.

THE MORNING LIST.

This morning, the following sea-going arrivals at Hongkong were reported:—

Protesilaus (6118) Br. from Tacoma, Mike; B. & S.
Szechuen (1594) Br. from Shanghai; B. & S.
Apoy (1776) Br. from Saigon; Wo Fat Sing.
Lok Sun (1045) Br. from Sandakan, Jesselton; Carmichael and Clarke.

Tonkin (846) Fr. from Haiphong; M.M.
Tijikarak (6064) Du. from Sourabaya, Muntok; J.C.F.L.
Muroan Maru (3251) Jap. from Yokohama, Moji; N.Y.K.
Kamakura Maru (3624) Jap. from Kobe, Moji; N.Y.K.
Tai Sze Ma (402) Chi. from Kwong-chow-wan; Wing Yiu.

Departures.
For Nagasaki: Tanco Maru.
For Amoy: Kutsanz, Haiphong.
For Manila: West Halbrook, President Cleveland.

For Kwong-chow-wan: Chung King.
For Batavia: Ceylon.
For Singapore: Euryades, Hamburg Maru.
For Ben Thuy: Balguerle Stattenberg.
For Quinhon: Haldis.
Clearances.
For Saigon: Kamakura Maru.
For Shanghai: Chenan, Ying-chow.
For Haiphong: Tonkin.
For Tandjong Pandan: Tjima-noek.

SHIPPING NOTES.

VESSELS FROM FAR AND NEAR.

EXPECTED ARRIVALS.

The Admiral Oriental Liner S.S. "President Jefferson" is expected to arrive in port on Monday morning from Seattle via Japan, and Shanghai with cargo, passengers and mail from Europe via Siberia. She will be despatched for Manila on August 24.

The S.S. "Santhia" arrived this morning from Singapore with cargo and passengers and will be despatched for Kobe, Moji, and Yokohama on August 23 with cargo and passengers.

Coming from the Straits, the S.S. "Kitano Maru" of the Nippon Yusen Kaisha, is expected to arrive in port on Monday with general cargo and passengers.

Inward bound vessels reported as follows:—"Chenan," typhoon weather, heavy swells and rain; "Suiyang," typhoon weather; "Teucer," boisterous typhoon weather; "Elida Clausen," stormy; "Wing Wo" bad.

The "Protesilaus" reports one death from apoplexy at Yokohama on August 8.

Reports by later arrivals up to this morning are:—"Muroan Maru" bad weather; "Apoy" swell; "Kamakura Maru" swell at times; "Tai Sze Ma" strong breeze.

WUCHOW INFECTED.

The Superintendent of Customs and the Representative of the Foreign Consular Body at Canton have declared the port of Wuchow to be infected with cholera.

All vessels arriving from Wuchow at Canton are to be governed by the sanitary regulations with current modifications.

SHIPS IN PORT.

At 9 a.m. to-day the following numbers of vessels were in port:—

British	25
Panama	1
German	1
Japanese	12
Chinese	6
Dutch	2
Portuguese	1
French	1
Norwegian	1
Total	68

AMERICAN FAR EAST LINE FOR SAN FRANCISCO & LOS ANGELES.

S.S. "WEST CHOPAKA" Sept. 6.

United States Shipping Board
STROUTS & BARRY,
Managing Operators.
L. EVERETT, INC.
General Agents.
Phone C. 3900, 1st floor, Queen's Bldg.

CANADIAN PACIFIC

EMPRESS EXPRESS

QUICKEST TIME ACROSS THE PACIFIC.

17 Days from Hongkong to Vancouver

LARGEST & FASTEST STEAMSHIPS.

Special FARES to EUROPE \$120 \$112 \$83

VICTORIA AND VANCOUVER Via Shanghai & Japan Ports.

STEAMERS

Leave HONGKONG	Arrive MANILA	Leave MANILA	Arrive HONGKONG
Aug. 25	Aug. 27	E/Canada	Aug. 28
Sept. 8	Sept. 10	E/Russia	Sept. 11

Passenger Department: Tel. C. 752: Cables GACANPAC
Freight and Express: Tel. C. 42: Cables NAUTILUS

HONGKONG—MANILA—HONGKONG SERVICE.

Leave HONGKONG	Arrive MANILA	Leave MANILA	Arrive HONGKONG
Aug. 25	Aug. 27	E/Canada	Aug. 28
Sept. 8	Sept. 10	E/Russia	Sept. 11

CHINA BORNEO SHIPPING CO.

HONGKONG—BORNEO LINE.

To Sandakan thence to Lahad Datu, Tawau and Semporna calling at Jesselton on Return voyage.

Regular Three-weekly Freight and Passenger Service.

PROJECTED SAILINGS

S.S. "LOK SUN"

Departure	Arrival	Day	Date
Hongkong	Departure	THURSDAY	Aug. 26
Sandakan	Arrival	MONDAY	Aug. 30
Sandakan	Departure	TUESDAY	Aug. 31
Lahad Datu	Arrival	WEDNESDAY	Sept. 1
Tawau	Departure	THURSDAY	Sept. 2
Tawau	Arrival	THURSDAY	Sept. 2
Semporna	Departure	FRIDAY	Sept. 3
Semporna	Arrival	FRIDAY	Sept. 3
Sandakan	Departure	SATURDAY	Sept. 4
Sandakan	Arrival	SUNDAY	Sept. 5
Jesselton	Departure	TUESDAY	Sept. 7
Jesselton	Arrival	THURSDAY	Sept. 9
Hongkong	Departure	THURSDAY	Sept. 9
Hongkong	Arrival	MONDAY	Sept. 18

Excellent accommodation for Saloon, Second class and Steerage passengers.

All cabins (1st and 2nd class) fitted with Electric Fans.

Hotel reservations arranged at Sandakan if desired.

Through Bills of Lading issued to other B. N. Borneo Ports.

Sailings are subject to alteration.

For Freight, Passage and other information please apply to—

CARMICHAEL & CLARKE, Agents.

Queen's Building, OR

W. WATT & CO., Agents.

188, Wing Lok Street West. Phone C. 4963.

THE TELEPHONE HANDBOOK.

July—December 1926.

CONTAINING ALL TELEPHONE NUMBERS NUMERICALLY ARRANGED.

A USEFUL PUBLICATION WHICH EVERY TELEPHONE SUBSCRIBER SHOULD NOT BE WITHOUT.

NOW ON

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Price \$1.00

AT THE OFFICES OF THE

HONGKONG DOLLAR DIRECTORY CO.

China Mail Building.

5, Wyndham Street.

Telephone Central 22.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hongkong About	Destination
KALYAN	9,144	23rd Aug. 4 p.m.	Port Sudan, M'les, C'blanca, London & Antwerp
MACE DONIA	11,089	2nd Sept. Noon	Marseilles & London
NAQPORE	5,283	10th Sept.	M'les, L'don, H'burg, R'dam, Antwerp & Hull
KIDDERPORE	5,334	13th Sept.	S'pore, Penang, Colombo & Bombay
MALWA	10,041	18th Sept.	Marseilles and London
KASHGAR	9,005	2nd Oct.	Marseilles, London, Antwerp & Hall
MOREA	10,018	16th Oct.	Marseilles, London & Antwerp
KHYBER	9,114	30th Oct.	Marseilles, London & Antwerp
MANTUA	10,002	13th Nov.	S'pore, Penang, Colombo & Bombay
DEVANHA	8,155	25th Nov.	Marseilles, London, & Antwerp
KARMALA	9,128	27th Nov.	Marseilles, London, & Antwerp
MACE DONIA	11,089	11th Dec.	Marseilles and London
DELTA	8,097	23rd Dec.	S'pore, Penang, Colombo & Bombay
KHYBER	9,114	25th Dec.	Marseilles, London & Antwerp
MALWA	10,041	2nd Jan.	Marseilles, London & Antwerp
KALYAN	10,018	5th Feb.	Marseilles, London & Antwerp
KASHGAR	9,005	19th Feb.	Marseilles, London & Antwerp
MANTUA	10,002	5th March	Marseilles & London
MONGOLIA	10,504	19th March	Marseilles & London
MACE DONIA	11,120	2nd April	Marseilles & London
KARMALA	9,128	16th April	Marseilles, London & Antwerp
MALWA	10,041	30th April	Marseilles & London

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Red Sea Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TARADA	6,049	8th Sept.	Singapore, Penang & Calcutta
SANTHIA	7,754	12th Sept.	Singapore, Penang & Calcutta
TILAWA	10,006	20th Sept.	Singapore, Penang & Calcutta
TALAMBA	8,018	26th Sept.	Singapore, Penang & Calcutta
SHIRALA	7,841	3rd Oct.	Singapore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,556	27th Aug.	Manila, Kolambagan, Sandakan, Thursday Island, Townsville, Brisbane, Sydney, & Melbourne.
ST. ALBANS	4,500	1st Oct.	
ARAFURA	6,000	29th Oct.	

Regular monthly sailings from Hongkong to Japan and Hongkong to Australia.
The E. & A. S. Co., Ltd. steamers will also call at Shanghai, H'lo, Cebu, Kalambugan, Tawau, Timor, Darwin, or other ports en route as inducement.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

SANTHIA	7,754	24th Aug. 6 a.m.	Amoy, Moji, Yokohama, Kobe & Osaka
TILAWA	10,006	28th Aug.	Moji, Kobe, Osaka & Yokohama
NELLORE	8,553	3rd Sept.	Shanghai, Moji and Kobe
KASHGAR	9,005	3rd Sept.	Shanghai, Moji and Kobe
ST. ALBANS	4,500	7th Sept.	Moji, Kobe, Osaka and Yokohama
TALAMBA	8,018	10th Sept.	Shanghai and Kobe
SHIRALA	7,841	13th Sept.	Shanghai, Moji and Kobe
MOREA	10,018	16th Sept.	Shanghai, Moji & Kobe
NYANZA	7,023	26th Sept.	Shanghai, Moji & Kobe
KHYBER	9,114	1st Oct.	Shanghai, Moji and Kobe
ARAFURA	6,000	15th Oct.	Moji, Kobe, Osaka and Yokohama
MANTUA	10,002	16th Oct.	Shanghai, Moji and Kobe
KARMALA	9,128	25th Oct.	Shanghai, Moji and Kobe
DEVANHA	8,155	30th Oct.	Shanghai and Kobe
TANDA	6,556	2nd Nov.	Moji, Kobe, Osaka and Yokohama
MACE DONIA	11,089	13th Nov.	Shanghai, Moji and Kobe
KHYBER	9,114	13th Nov.	Shanghai, Moji & Kobe
DELTA	8,097	27th Nov.	Shanghai, Moji and Kobe
ST. ALBANS	4,500	7th Dec.	Moji, Kobe, Osaka and Yokohama
MALWA	10,041	10th Dec.	Shanghai, Moji and Kobe
KALYAN	9,114	24th Dec.	Shanghai, Moji and Kobe
ARAFURA	6,000	4th Jan.	Moji, Kobe, Osaka and Yokohama
MOREA	10,018	7th Jan.	Shanghai, Moji & Kobe
KASHGAR	9,005	21st Jan.	Shanghai, Moji & Kobe
MANTUA	10,002	4th Feb.	Shanghai, Moji and Kobe
TANDA	6,556	8th Feb.	Moji, Kobe, Osaka and Yokohama
MONGOLIA	10,504	17th Feb.	Shanghai, Moji and Kobe
MACE DONIA	11,120	4th March	Shanghai, Moji and Kobe
ST. ALBANS	4,500	8th March	Moji, Kobe, Osaka & Yokohama
KARMALA	9,128	18th March	Shanghai, Moji & Kobe
MALWA	10,041	1st April	Shanghai, Moji & Kobe
ARAFURA	6,000	5th April	Moji, Kobe, Osaka & Yokohama

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Passenger men ring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage Freights, Handbooks, etc., apply to:—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Rd. C. HONGKONG. Agents.

Service to SCANDINAVIA & NORTH EUROPE The M.S. "PERU."

will be loading for Rotterdam, Hamburg, Copenhagen and other Scandinavian ports on or about:

Further sailings:—	Expected on or about:—	Will leave homeward-bound on or about:—
M.S. "ASIA"	15th September	
M.S. "JAVA"	15th October	
M.S. "AFRIKA"	10th November	
M.S. "MALAYA"	8th December	

Subject to change without notice.
For further particulars please apply to
JOHN MANNERS & CO., LTD.
Agents for:
THE EAST ASIATIC CO., LTD.
COPENHAGEN.

THE KOBE FREIGHT MARKET.

Kobe, August 5.
In contrast with the ocean trade the home section is quiet, where conditions usually associated with the summer are at work in full. The only feature that shows any activity is Saghalien timber, on which Y125 is quoted. A reaction of 10 sen has taken place in coal rates at Y1.40 between Wakamatsu and Yokohama, Y1.45 in Wakamatsu-Isle and Y2 in Wakamatsu-Shanghai. Large ships on charter are discharged with the expiration of term. The outlook, however, is viewed with confidence. Arrangements for hold space in the ocean trade is in progress on a fair scale for loadings in autumn, when trade will be, it is predicted an improvement in the situation.

A London telegram reports active conditions on the Baltic Shipping Exchange. Coal is being imported in large quantities, reaching 1,200,000 tons in the first three weeks of the month. In May the import was a million ton and in June 1,300,000 tons. An increasing tonnage of wheat is coming from North and South America, and Australia to the Continent. Freighters are encouraging to shipowners. For coal between Hamilton Roads and the United Kingdom \$4 is required and between Calcutta and Port Said 18s. 9d. For wheat between River Plate and United Kingdom 20s. 18d. and from North American Pacific to United Kingdom 32s. 6d.

Weather holds up the timber loading in Saghalien, where many vessels are waiting for normal conditions. As on the 20th instant 91 vessels were in operation, 36 on the west coast in Saghalien, 34 on the east, 12 in the harbour, 6 in Hokkaido and 5 in the Maritime Province.

The periodical slackness is pronounced in the Kobe Shipping Exchange. The only feature in the market is Saghalien timber, which is being loaded on an active scale, but the freight is weak at Y120. The coal rate on the Wakamatsu-Yokohama section has touched Y140. However, conditions are growing better in the ocean trade, which is drawing large vessels from the home section, so that things are less discouraging to shipowners who operate vessels in the coastal trade. The outlook is viewed with confidence. In September there will be an improvement in the ocean section with the movement of sugar, on optimistic opinion is reflected in the active on negotiation for foreign vessels on offer.

FREIGHT FOR LILY BULBS.

The Pacific Freight Conference has reduced its freight on Lily bulbs from \$9 to \$7 per ton. The reduction applies to cases where no shipments have been given to other companies. A fine will be charged where exclusive business has not been given to the members of the Conference.

FREIGHT FOR NEW YORK.

The New York Freight Conference has announced a reduction in freights for cargo for New York in transshipment on the Pacific Coast in the United States as follows:—
Cargo. New Rate. Old Rate.
Bamboo \$6.50 \$8.00
Rugs 6.50 10.00
Pyrethrum 6.50 12.00
Waste cotton 6.50 8.00
Matting 5.50 8.00

SHIPPING STATISTICS.

According to the Kobe Shipping Exchange, on the 10th instant there were 579 non-conference ships with a total weight of 3,221,500 tons distributed in all sections of the freight market. As compared with the condition ruling a month before, there was a decrease in the South Seas section of 11 in number and 54,202 tons in weight owing to quietness in the rice and sugar trade. In the Australian section the figures increased by 6, which added 44,082 tons. The other section also showed an increase of 15 in number and 80,197 tons in weight. Particulars are given below:—

Section.	Number.	Tonnage.
----------	---------	----------

Europe	18	155,588
Pacific	50	443,055
Australia	15	120,112
South Seas & South	36	280,198
China	397	1,781,477
Home	22	137,072
In dock	6	25,400
Laid up	25	182,656
Other	—	—
Total	579	3,221,508

IDLE TONNAGE.

A report published by the Department of Communications shows a decrease in idle tonnage as it existed in the middle of July in comparison with the report published a month before. The following figure covers the principal ports in Japan proper:—

Number	July.	Dec. on Month.
--------	-------	----------------

Tonnage	207	42
	27,480	10,348

FREIGHT ON NAGOYA PORCELAIN.

The New York Freight Conference has established a rate on porcelain from Nagoya direct to New York at \$10, which is effective instantly.

MOVEMENTS OF STEAMERS.

The P. & O. s.s. "Ranpura" from Hongkong arrived Marseilles yesterday at 4.30 p.m.
The E. L. s.s. "Benavon" from Middlesbrough, Antwerp, London and Straits is due to arrive here today.
The C.P.S. R.M.S. "Empress of Canada" arrived at Yokohama on August 16 at 8 a.m. left Yokohama on August 16 at 6 p.m. and is due at Hongkong on Monday.
The P. & O. s.s. "Kalyan" left Shanghai for this port yesterday at 11 a.m. and is due here on Monday at about 5 a.m.
The C.P.S. R.M.S. "Empress of Canada" arrived at Woonsum yesterday at 9 a.m. left Woonsum yesterday at 4 p.m. and is due at Hongkong on Monday.
The E. & A. s.s. "Tanda" left Moji yesterday for this port at p.m. and is due here on the 25th instant at about a.m.
The E. & A. s.s. "St. Albans" left Sydney for this port on August 14 at a.m. with the outward Australian Mails, and is due here on September 6.

CONSIGNEES' NOTICES.

Consignees of cargo ex s.s. "City of Wellington" are reminded that goods remaining undelivered after Monday will be subject to rent.
Consignees of cargo ex s.s. "Benavon" are reminded that goods remaining undelivered after Monday, will be subject to rent.

CHURCH NOTES.

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING

ST. JOHN'S CATHEDRAL, HONGKONG.

August 22nd 1926.
12th Sunday after Trinity.
Holy Communion (8 a.m.)
Matins (11 a.m.)
Prencher: Rev. W. W. Rogers.
Litanies (12 noon)
Evangelist: (6 p.m.)
Preacher: Rev. H. Copley Moyle.

FIRST CHURCH OF CHRIST, SCIENTIST.

Macdonnell Road, below Bowen Road Tram Station.

Sunday Service 11.15 a.m.
Subject: "Mind."
Wednesday Evening Meeting at 5.30 p.m.
Reading Room at above address, open
Tuesday and Friday 10 a.m. to 12 Noon.
Monday and Thursday 5 to 7 p.m.

KWANGTUNG RIVERS.

Waterlevels (In English Feet) at 8 a.m.

	Aug. 18	Aug. 19.
West River at Shihing	+ 16.9	+ 17.9
North River at Tsingyuen	+ 4.8	Falling
North River at Samshui	+ 9.24	+ 9.80
East River at Sheklung	+ 1.4	+ 1.9

The steam launch "Heng Ta" running on ferry service between Hanyanz and Hankow sank near the China Merchants' Wharf on the morning of July 30. Over twenty passengers are said to have been drowned.

CONSIGNEES.

THE BEN LINE STEAMERS, LTD.

From LEITH, MIDDLESBROUGH, ANTWERP, LONDON & STRAITS.

THE Steamship "BENRACKIE."

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence, and/or from the wharves, delivery may be obtained.
No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 24th instant will be subject to rent.
All claims against the steamer must be presented to the Under-signed on or before the 7th September, 1926 or they will not be recognized.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 24th instant at 10 a.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO., LTD.
Agents.
Hongkong, 17th August, 1926.



SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
KOREA MARU Tuesday, 24th August at Noon.
SIBERIA MARU Monday, 21st September.
SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico & Panama.
GINYO MARU Tuesday, 31st August, at Noon.
ANYO MARU Tuesday, 12th October, at Noon.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.
FUSHIMI MARU Saturday, 28th August.
HAKOZAKI MARU Saturday, 11th September.

SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU Wednesday, 22nd Aug. at 11 a.m.
AKI MARU Wednesday, 20th October.

NEW YORK and/or BOSTON via PANAMA.
HAKODATE MARU Tuesday, 24th August.
TAKETOYO MARU Monday, 5th September.

BUENOS AIRES via Singapore, Durban & Cape Town.
KAMAKURA MARU Saturday, 21st August.

BOMBAY via SINGAPORE & COLOMBO.
TOKUSHIMA MARU Monday, 30th August.

CALCUTTA via SINGAPORE, PENANG & RANGOON.
NAGASAKI, KOBE & YOKOHAMA.

SHANGHAI KOBE & YOKOHAMA.
YAMAGATA MARU Monday, 23rd August.
KITANO MARU Tuesday, 24th August.
MALACCA MARU Sunday, 29th August.
DAKAR MARU Monday, 30th August.
* Omits Shanghai, calls Keelung, Moji.

For further information apply to—**NIPPON YUSEN KAISHA**
Tel. Central Nos. 292 (Private exchanges to all departs)

THE BANK LINE, LTD

AMERICAN & ORIENTAL LINE SERVICE

(ANDREW WEIR & CO., LONDON).
BOSTON & NEW YORK.

SAILINGS FROM HONGKONG.
M.V. "SPRINGBANK" via Suez Canal 30th September.

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)
NEW YORK, BOSTON & BALTIMORE

UNITED KINGDOM & CONTINENT.

"ELLERMAN" LINE.
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

"CITY OF MELBOURNE" From Hongkong 5th September.
FOR MARSEILLES, HAVRE, LONDON & HAMBURG.

FARES TO LONDON "A" 1st Class £88. 2nd Class £60.
"B" 1st Class £80. 2nd Class £55.

ORIENTAL-AFRICAN LINE.

MAURITIUS & SOUTH AFRICA.

STEAMER From HONGKONG OCTOBER.
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay & Capetown.
Through Bills of Lading issued to Beira, Quillimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

AUSTRAL-EAST INDIES LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)
Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.

Through freight and passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

FOR FREIGHT OR PASSAGE ON ANY OF THE ABOVE LINES APPLY TO:—

Tel. Cent. 4791. **THE BANK LINE, LTD.**

BOSTON, NEW YORK & BALTIMORE

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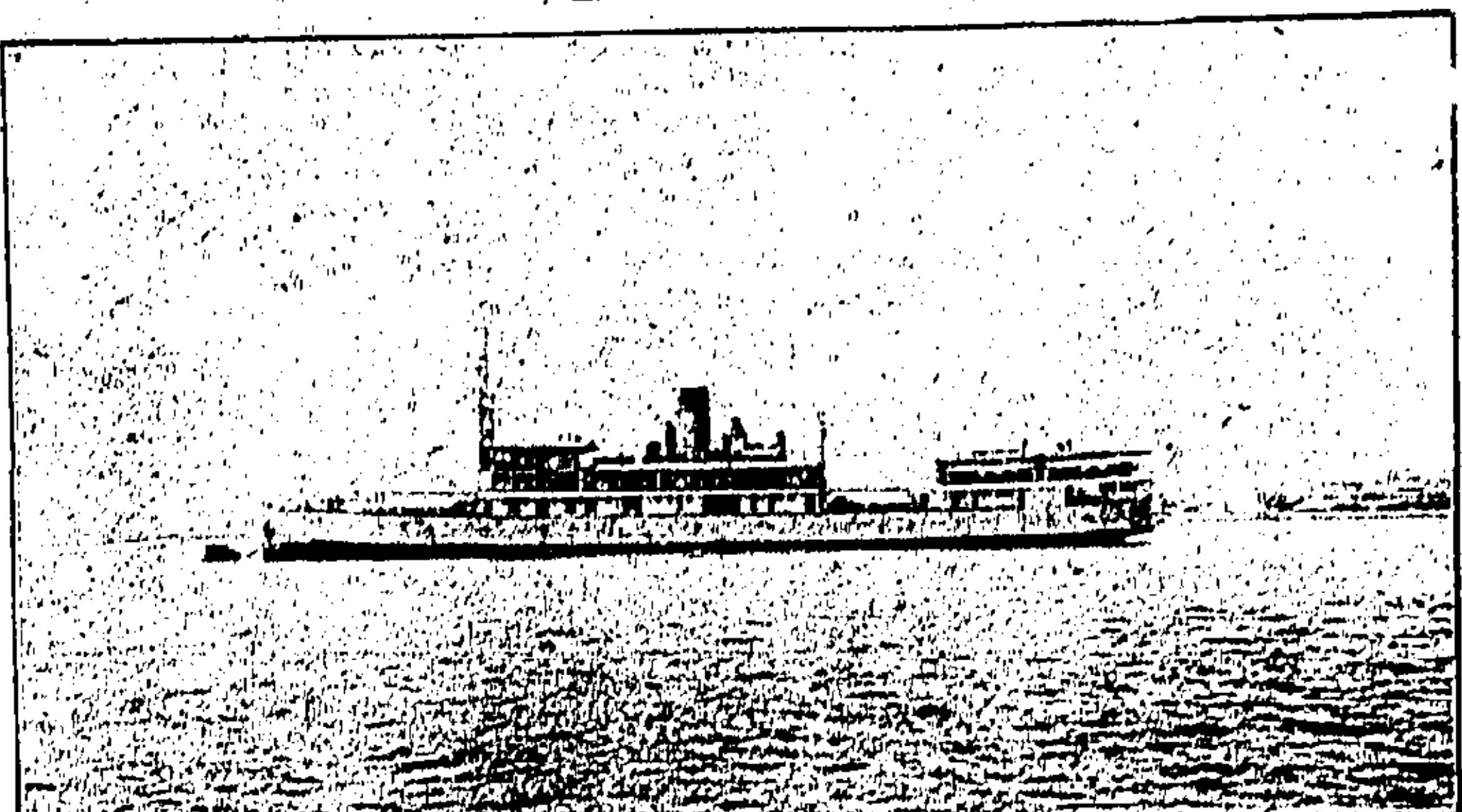
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\$13 including postage \$15, payable
in advance.)

Published by
The Newspaper Enterprise, Ltd.
Printers & Publishers

No. 5 WYNDHAM ST., HONGKONG
Telephones Central 22 & 4641.
Cable Address:—Mail, Hongkong.

All communications should be
addressed to The Newspaper Enterprise,
Ltd., to whom all remittances
should be made payable.

London Office:—The Far Eastern
Advertising Agency (London),
Ltd., 38-39, Southampton Street,
Strand, W.C.2.

BIRTHS.

LAYARD.—On August 2, at Colombo,
to Doris, wife of E. H. F.
Layard, a daughter.

TAYLOR.—On August 5, at The
Firs, Kandy, to Kitty, wife of
Gerard T. Taylor, East Holy-
rood, Talawakelle, a son.

MARRIAGE.

MACGREGOR.—STRIELING.—The
wedding of F. B. MacGregor,
and Florence Edith Strieling,
took place at Kandy on August
2.

Hongkong, Saturday, Aug. 21, 1926.

A SATURDAY CAUSERIE.

News of England's "great" Test match victory was received in Hongkong with suitable expression of pride and satisfaction although not attended by such jubilant outbursts which characterised its reception at Home. The tremendous interest taken in the game was evidenced by the constant telephonic requests to the local newspaper offices to "oblige us with the latest." Thus, with the wireless news picked up at the Naval Yard, brief cables to certain local clubs and the remarkable velocity with which good news is spread through the agency of those "in the know," the majority of cricket enthusiasts were acquainted with the main facts before the tiffin hour. Satisfaction at this justification of England's proud cricket record was only tempered by the failure of its batting "tail"—a "tail" which, however, conclusively demonstrated its bowling capacity. The elements favoured them in the condition of the pitch—as our local Australian friends have already reminded us—but this is a factor which has been in evidence in previous Test matches; by no means always to England's advantage.

H.E. the Governor's outspoken reference during the week to a policy directed from Canton concerning piracy and brigandage and the maintenance of a state of affairs which was not in accordance with the views of the majority should disillusion any under the impression that the Government in opening negotiations on, the boycott issue was condoning a position which it has claimed as illegal from the outset.

Nothing is to be gained by ignoring facts which, if unpleasant to those implicated, have none the less been proved beyond doubt and there is no reason why, if there is a real desire on the part of Canton for resuming normal relations, that the adjourned conference to clear the air should not at once be resumed. Delay in the holding out of such a gesture from Canton, however, tends to the impression that the next move on their part depends on the issue of the fighting in Nankow where if Wu Pei-fu's forces are successful it is anticipated that he will turn his attention to Hankow and the South. But if the artificial situation as regards Canton and Hongkong is permanently to be cleared the institution of a conference should evolve from a genuine desire for goodwill rather than from apprehension as to events with which Hongkong has no concern.

It is likely that in the course of next week an official statement will be made with regard to certain matters concerning harbour development. In view of the vast shipping interests to which Hongkong owes its prosperity and the necessity for keeping abreast of the times in affording facilities for ships and the transport of cargo, certain reports indicating the most favourable lines of future development have from time to time been drawn up. Some have been acted on and in regard to others the public is not to be blamed for an impression that they have been "shelved," having regard to the fact that nothing further has been heard concerning them. There has been correspondence during the week on this subject. At the next Council meeting questions will be asked with regard to the Fitzmaurice report (indicating the lines along which dredging should be carried out based on an accurate survey of the harbour); also the proposal for instituting cross-harbour ferries with accommodation for the transport of cargo lorries and motors; a scheme of which nothing has been heard for over a year. The policy of the Government with regard to these schemes—of which it has in the past announced its approval and intention to put work in hand, will be awaited with interest.

After mutual recrimination for two months and the evolving of no scheme acceptable to both parties, the mine-owners and men met on Thursday when from the speeches it would appear that there was no divergence on either side from attitudes previously taken up—the mine-owners reiterating the statement that extension of hours is necessary for the continuance of the industry and their intention to take full advantage of the Hours Act empowering them to come to terms with separate districts willing to work on an eight-hour basis. The miners' representatives do not appear to have abandoned hope of a Government loan to aid the industry pending completion of schemes of reorganisation (in spite of repeated assurances that this cannot be countenanced by

the Government). Appeals by the miners' leaders for a united front have not proved strong enough to prevent certain district branches of the Miners' Federation from accepting purely local agreements. In the meantime the Government does not intend to intervene without a request from the parties and developments are not anticipated until the re-assembly of the House of Commons on August 30 for the purpose of confirming the Emergency Regulations.

KALGAN'S FALL.

ANOTHER SUCCESS FOR THE ALLIES.

Peking, August 20.
Telegraphing jointly, the allied leaders, Chang Hsueh Liang and Han Lin-chun, report that the allied troops occupied Kalgan this morning.

Yen Hsi-shan states that the Shanais have retaken Tatung railway station also Hun-jian, Hualin and several other places, which the Kuominchun held recently.

The general opinion in Peking is that the Kuominchun main forces have passed Tatung-fu en route to Pingtichuan.—Reuter.

Cantonese Offensive.

Peking, Aug. 20.
It is stated that the Cantonese offensive began immediately after Chiang Kai-shek's arrival at Changsha.

Finding it disadvantageous to remain on the defensive, the Northern commanders started a counter-offensive.

Tang Seng-chi from Changsha went towards Kulo.

It is expected Chiang Kai-shek will remain at Changsha to direct the entire operations.

Sun Chuan-fang's position in Kiangsi continues the subject of keen speculation locally. Telegrams from Nanking state that he has requisitioned two China Merchants' steamers for the transportation of reinforcements, but is said to be confident that strategic reasons will prevent the main Cantonese force from invading the province. It is predicted that he will maintain his policy of "Paoching anmin" or "Armed neutrality."—Reuter.

A General Retreat.

Peking, Aug. 21.
The latest reports indicate that the Kuominchun evacuated Kalgan on Monday, whilst their forces at Nankou and Huailai were previously reduced to two and one brigades, respectively, which were instructed to hold on as long as possible.

Fengtien aeroplanes found Kalgan undefended on Tuesday, and the Fengtien advanced cavalry and artillery reached Kalgan on Wednesday morning.
The Kuominchun successfully removed all important military stores.

According to semi-official reports General Feng Yu-hsiang has ordered a general retreat which the majority of the Kuominchun leaders deemed unwise, but dared not oppose.—Reuter.

STREET BATTLE.

TWO MEXICAN DEPUTIES WOUNDED.

Mexico City, August 20.
President Calles, replying to the Archbishop's petition, said the liberties sought were specifically defined in the Constitution, which he would obey till amended. He was unable himself, owing to his political convictions, to submit to Congress a Bill for the modification of religious laws, but he would not hinder the efforts of the Episcopate, if the latter tried to secure such an amendment.

Two Deputies have been mortally wounded. Colonel Garcia was killed and M. Garrido, the ex-Governor of Tabasco, was wounded in the course of a fierce street battle in a fashionable quarter in town yesterday at noon, as the result of a political squabble over the apportionment of seats in Congress.

About a score of Deputies participated. They stood on opposite sides of the road and fired across, in spite of the traffic. A woman in a motor-car was wounded. Patrons of an exclusive cafe stampeded, when the bullets whizzed through the door and pedestrians fled to safety.—Reuter.

A RUPTURE.

CHILE AND BOLIVIA SEVERE RELATIONS.

Santiago (Chile), Aug. 20.
A rupture of diplomatic relations between Chile and Bolivia is imminent following on the Bolivian Congress adopting a resolution claiming the Antofagasta Province which was ceded to Chile by the 1904 treaty.—Reuter.

COAL CRISIS.

GRAVE VIEW TAKEN OF POSITION.

A NEW CAMPAIGN.

London, August 20.

The Miners' Federation sat privately for three hours and agreed to send the Government a verbatim report of the proceedings of yesterday's meeting with the owners, after which the members returned to their respective districts.

The executive of the Miners' Federation met in London. A grave view is taken of the situation, and a member expressed the opinion that the attitude of the owners would prolong and embitter the struggle. Far from disintegrating the Federation, it would stiffen the backs of the rank and file. He anticipated another ten weeks' struggle.—Reuter.

Press Comment.

London, Aug. 19.
The "Times" in a leader says that the coal owners' objections to a national agreement on economic grounds are not substantial, and ought to be removed. "Here is the first obvious contribution the coal-owners can make toward an agreement. The miners on their part must be prepared to make concessions in respect of wages and costs of the industry required by the circumstances of the industry."—Reuter.

Cook's Campaign.

London, Aug. 20.
Mr. A. J. Cook, interviewed as regards the reported break away of miners from the Federation in Notts and Derbyshire, said that a campaign would be started immediately in that area. "We have no fear that the owners' move will succeed there."

He declared that the movement at Mansfield was unofficial and referred only to the Blysover Colliery. Sixty thousand miners were concerned in the Nottingham area, of whom only half were members of the Federation before the stoppage and the remainder had joined the lot of the Federationists. The campaign would be directed to maintaining this united front.—Reuter.

More Tricking Back.

London, Aug. 20.
Reports are coming in of miners tricking back to work all over the country.

Four hundred men resumed at Sherwood to-day, 500 at Cross Farm, and 600 at Rufford. Hundreds are signing on at Mansfield, and many have resumed at Cannock Chase.

It is early to determine whether the new terms offered by individual Companies in Notts and Derbyshire will be accepted generally, but scores signed on this morning, on terms varying at different pits. Most provide for the April wages rate and 7½-hours' day with seven months guarantee.

To-day there are 6,525 miners working in Warwickshire compared with 6,350 yesterday.—Reuter.

CONFERENCE REPORT.

Being Studied by Prime Minister.

Rugby, Aug. 20.

The Miners' Federation Executive has communicated to the Government a verbatim report of the proceedings of their meeting with the mine owners at which an attempt to re-open the negotiations for a national settlement of the coal dispute proved unsuccessful.

The Prime Minister, who had intended returning this afternoon to his Worcestershire home prior to leaving on Sunday for his holiday at Aix les Bains, decided to remain in London in order to study the report.

It is stated that the miners' leaders, after further meetings of their Executive to-day in London, dispersed to their districts; and no immediate new negotiations are in prospect.

Meanwhile the chief interest in the coal situation is centred in the areas where the men are showing a desire to return to work in response to local offers by the colliery owners. The members affected by this movement are relatively small, but the development is regarded as significant.

It is reported that 2,000 men signed on for work in the Nottinghamshire and Derbyshire area to-day in pursuance of a local agreement which is contrary to the decision of the miners of the national organisation, and provides for seven hours and a half per day instead of seven hours.

In certain other coal fields the steady drift back to work, which has been going on for some time past, continues; but in all the larger areas, such as Yorkshire, Lancashire, Northumberland, Durham, and South Wales the pits are still idle.—British Wireless Service.

A LITTLE REVOLT.

CAPTURE OF SEVERAL TOWNS.

New York, August 20.
A Managua message says that the refusal of the United States Government to recognise President Chamorro is responsible for the revolution, which broke out on the night of the 17th instant, when the railway was cut and a train derailed between Managua and Corinto, which is the chief seaport and when another train was blown up north of Managua. The rebels captured several towns, but the Government recaptured Quezaltenango after a sharp encounter. They are besieging other towns.—Reuter.

Town Partly Burned.

Managua, Aug. 20.
The rebels evacuated Quezaltenango and burned part of the town, including the largest distillery in Nicaragua.

The Mayor and others, it is reported, were killed.

The rebels were severely punished in other skirmishes.—Reuter.

Troop Train Dynamited.

Managua, Aug. 20.
The Nicaragua revolutionaries attacked San Antonio and killed the assistant superintendent, and several employees of one of the largest sugar estates in the district.

They also dynamited a troop train between Managua and Corinto. Nobody was killed, but a few soldiers were injured.—Reuter.

GERMAN DUGDOUTS.

FLAGRANT BREACH OF TREATY.

Paris, August 19.

The Paris Matin reports that there is no truth in the rumour that the Conference of Ambassadors has requested the German Government to appoint a Commander-in-Chief, chosen from one of the two Group commanders at present under the orders of General Von Seeckt, in order to oust the latter. The Allies only demand that the two offices now held by General Von Seeckt shall not be united—that is to say, he shall not be at the same time Chief of the General Staff and Commander-in-Chief.

The paper declares that this matter has only been put into prominence in order to distract attention from another affair which embarrasses Dr. Gessler, the Minister for Defence, as it is a flagrant violation of the Treaty of Versailles. It is reported that 53 concrete dugouts intended for infantry, have been discovered in the Konigsberg district. It is believed that these form part of a plan to turn this district into a fortified camp, and it is pointed out it is only after a long period of silence that the German authorities have been obliged to confess to the existence of these dug-outs, which may be but a part of those which have been built.—Reuter.

MILL TROUBLES.

STRIKERS THWARTED IN SHANGHAI.

Shanghai, Aug. 20.

Attempts of strikers at Japanese mills to create trouble this afternoon were averted by the police. It was intended to march on the Japanese Consulate, but this did not materialise. The agitators had planned a demonstration both in Nanking, and Whangpoo Roads—the Japanese Consulate being situated in the latter street. An attempt to execute the plan was begun in the western district, but it was nipped in the bud by the police. Trouble has been fomenting ever since the alleged murder of a Chinese hawker aboard a Japanese vessel, when docked at Pootung. It is stated that the sailors—who chased the hawker, when the latter is alleged to have accidentally died by falling down a hatch—are being held in custody at the Japanese Consulate, awaiting trial. 2,400 employees at Japanese mills struck this morning, bringing the total of those away from work to 5,000.—Reuter.

TURKEY YIELDS.

FOREIGN CHAMBERS AGAIN OPEN.

Constantinople, August 20.

The foreign Chambers of Commerce dispute is at present the subject of diplomatic discussions. Meanwhile the Chambers have been allowed to reopen.—Reuter.

ON CHINESE WILLS.

Morality the Main Point Aimed At.

LIVING TO BE 100 YEARS OLD.

More of Autobiography Than Testament.

(By T. W. K.)

Morality, and not merely the disposition of wealth is the main object of Chinese wills.

The purposes for which a will is made by a Chinese and by a foreigner are different. The foreigner's will is made solely for the purpose of legally disposing of his estate after death. The Chinese makes his will primarily to acquaint his sons and grandsons (who may still be in their infancy at the time of his death) with the manner in which he has lived; how he has made his fortune, if he be rich; how he expects his descendants to behave; and what accomplishments he expects them to achieve.

A Valuable Classic.

Whether or not one may leave an estate to his sons and grandsons, he makes his will all the same. Where the testator is a man of literature, expectations are to see his will in the form of a thick volume, to be jealously preserved by the members of the family as a valuable classic.

However, in the will of a well-to-do person, there will be included instructions for the division of his estate amongst his sons, and relatives. Very often a portion of the estate is devoted to donations to various charitable institutions; but in almost all cases, a portion of the residual estate is set aside as a sacrificial fund. The income from this is to be applied towards the payment of his descendants' expenses in their periodical ancestral worship during the Tsing Ming festival of each year.

Where the estate comprises leasehold property the setting aside of any portion thereof for sacrificial purposes is prohibited by British law, for the supposed reason that it tends to tie up the property indefinitely.

Getting Round the Law.

Owing to this prohibition, the setting aside in Chinese wills of leasehold properties in Hongkong for sacrificial purposes has given rise to many a law suit. Such cases have been known to linger for years, by which time the greater part of the estate has gone to the vaults of the lawyers engaged to work out a solution.

With the experience of beneficiaries of Chinese estates during the last two decades, my countrymen now generally have their wills made by lawyers so as to avoid this kind of litigation between members of their families.

However, where the legal fees are considered too heavy, the wills are then made in Chinese in the form that is calculated to be legal by the so-called Chinese "law experts," and wills so made are practically all of the same wording. The following is a specimen of such a testament—

Polite "Form" of Death.

"The maker of this will, A.B.C., on account of his getting old, and having contracted a serious illness, has considered it necessary now to make his will, which he hereby does, whereby he appoints his wife, X.Y.Z., (or son, a relative, or friend) as his executor or executrix, and he directs that when he attains his 100th year (this being a polite reference to death), the residue of his estate, consisting of . . . there is enumerated his properties, personal or immovable, after the payment of his funeral expenses and debts, is to be divided into so many shares, (in specific numbers) for his wife, sons, and so on, and that his descendants shall follow his instructions and that there shall be no disputes between them."

A Personal Note.

The will is then dated and signed by the testator and also by two attesting witnesses, as required by British law.

Such a will is merely an instrument to meet the local legal requirements for the disposal of an estate and the "moral" part of it is lacking.

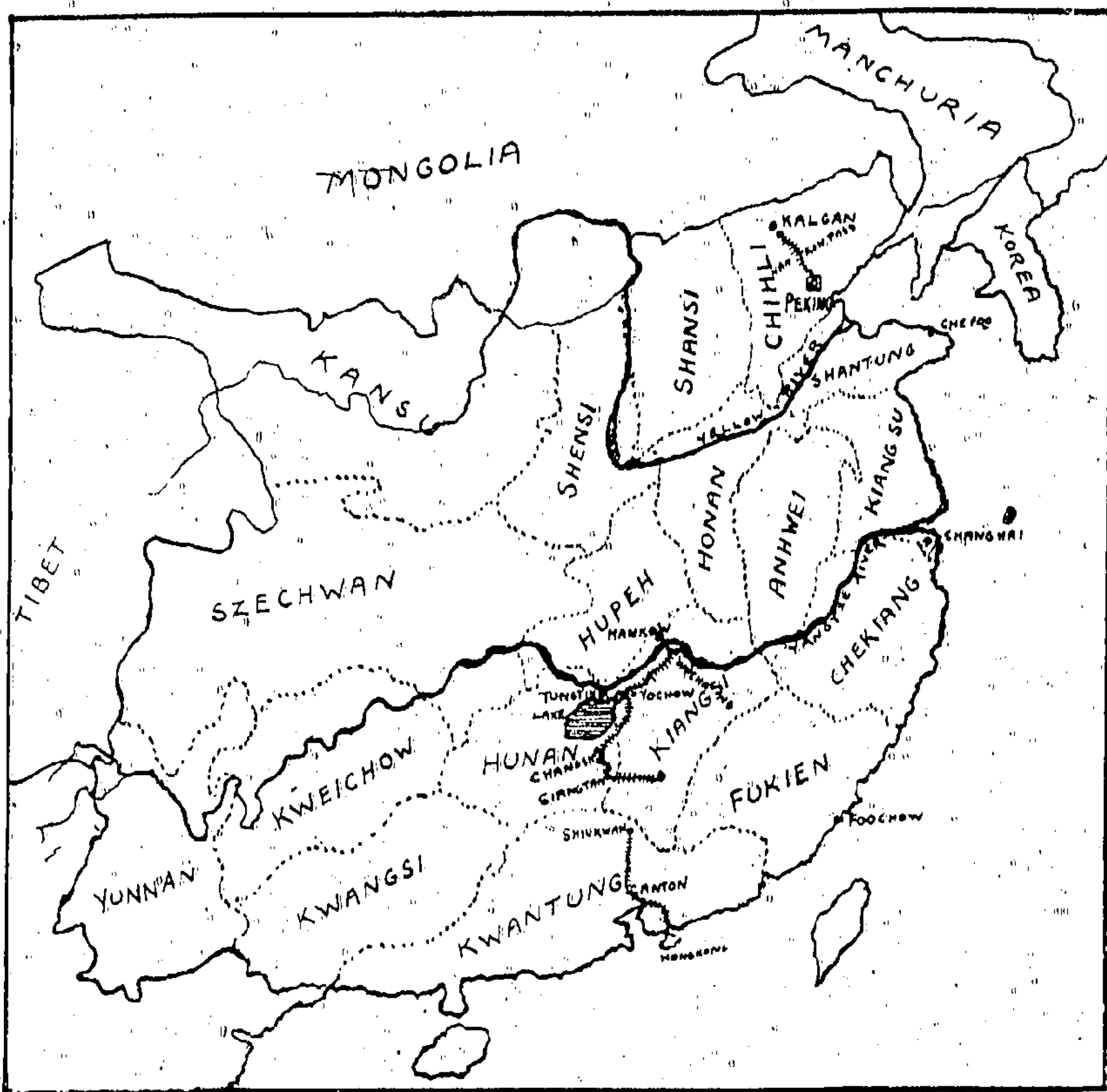
I pray that my countrymen will adhere to the tradition of our forefathers, and make it a rule to prepare a will that may serve as classical guidance for the moral education of the younger generations of the family. This "classical" will may be so worded as to stand entirely separate from the "monetary" will that has to be proved in Court.

A Memorial of Re-entry by the Crown on New Kowloon Inland Lot No. 998 has been registered according to law.

The cancellation of the Memorial of Re-entry on Inland Lot No. 2439 has been registered according to law.

CHINA'S WARS: A GUIDE TO THE POSITION OF CANTON TO-DAY.

How Europeans Can Cope with the Complications of Names and Places.



SKETCH MAP OF CHINA TO SHOW THE TERRITORIES CONTROLLED BY THE DIFFERENT FACTIONS TO-DAY, AND TO ASSIST NON-CHINESE IN COMPREHENDING WAR TERMS WHICH CROP UP IN CABLES EVERY DAY.

In respect of the above map, and the accompanying notes, the reference to party means only the political party in ascendancy. There is no evidence that the people themselves are interested in the disputes.

Names of warlords are used also in the sense of denoting factions. In some provinces, the power is really in the hands of practically autonomous subordinates who profess—and have practised—loyalty towards their respective masters.

Only railways in actual fighting zones are shown.

CANTON'S DOMAINS.

Hongkong being in the south, the reader will best understand matters if a start is made from Canton, our nearest neighbour.

Kwangtung province is entirely Kuomintang, the political party now running the Nationalist Government at Canton. Kwangsi is dominated by Kwangtung and acknowledges Kwangtung's rule.

More than half of Hunan province (i.e., the southern part up to Changsha and thereabouts) is held by General Tang Sang-chee, whose position is recognised by Canton.

General Chang Kai-shek, the Nationalist dictator, recently entered Hunan by proceeding up the railway from Canton to Shui-kwan. This is the southern part of the Canton-Hankow line, that vacant part between Shui-kwan and Changsha being merely "pro-jected."

Reasons for War.

Towards the west is Kweichow, an understanding with which is claimed by both Canton and Wu Pei-fu. The safest category at the moment is "neutral." This applies also to Yunnan, the rulers of both provinces being content to hold their ground provided they are not disturbed by invaders.

Wu Pei-fu's closest lieutenants are holding the stretch of rich country along the Hunan-Hubei boundary, which is really the heart of the wonderful Yangtze valley.

There is a rival to General Tang Sang-chee for the military governorship of Hunan. He is Chao Hang-geh. A small army of his has a foothold in the northern part of Hunan. But there are several other generals who are on his side because his victory will mean a stout buffer state between Canton's ambitions and their own preserves.

Wu Pei-fu's Power.

Hubei, Honan and Shensi provinces can be put down definitely as Wu Pei-fu's as the generals there hold office by his pleasure, or because they have always been in his party and rose with him in the earlier days.

In Hubei are the important towns of Hankow and Wuchang (where the 1911 Revolution broke out) and the Hanyang arsenal, all along the Yangtze River, close to the Hunan war zone and therefore in some danger by reason of the proximity. Canton propagandists promise the capture of these places in the near future. The northern part of the Canton-Hankow Railway (now in the southern war area) is also shown in the map.

Why the Neutrals.

Szechuan is another province which has to be set down to Wu Pei-fu. The doubtful element enters in that the tuchun, there prefers to hold his own rather than embark on any enterprise for others. Canton's claim to the

possibility of developments there (in Canton's favour) is based on the fact that other "smaller" generals in the province are trying to extend their rule—and the tacking on of the Kuomintang signboard may bring help. Cutting matters down to a fine point, the greater part of Szechuan should be marked "neutral, with pro-Wu tendency." Its size will explain the difficulty of internal government alone, without the complications of sending out expeditions.

Another Big Man.

Kansu is at present of no importance although the tuchun has been waging war against a small section of the Kuominchun Army (see below) which tried to establish a footing there.

A man whose name is constantly cropping up nowadays is Marshal Sun Chuan-fang. Adding to his power by rapid but judicious strokes within the last three years, he now rules five provinces along the central China seaboard. These are Chekiang (where Shanghai is), Kiangsu (to the north), Anhui (to the west), Fukien and Kiangsi (to the south).

Where Differences Exist.

Chekiang, Kiangsu and Anhui are essentially Sun Chuan-fang. Fukien may be slightly less so, but doubt does not exist at present. In Kiangsi (nearest the southern war zone) conditions are somewhat different. The tuchun acknowledges Sun Chuan-fang. But his predecessor, who was driven out by the Marshal, still has a substantial following in the province. This expelled governor is reported to have been admitted into the Canton fold.

General Chang Kai-shek's desire to divert his expedition into Kiangsi—in preference to pushing north from Hunan—may have been influenced by the assumption that he will be assisted by those troops already in Kiangsi.

Masterly Inactivity.

To-day Marshal Sun Chuan-fang is a powerful factor in national politics. Nominally he is pro-Wu. He has done nothing to show that he has renounced his old master. On the other hand, he has pursued a policy of masterly inactivity while everybody on the anti-Canton side is flourishing trumpets and brandishing swords.

With comparative peace in his five provinces he has so much to gain—earn is the better word—that even the glamour of success in subduing the south, for himself or for Wu Pei-fu, will hardly be worth the risk and expense. More territory, even if conquered, will make the area too cumbersome.

Chang Tso-lin.

If necessary he will make gestures against Canton entering his territory. Further he may help Wu Pei-fu with munitions and, possibly, arms. It is difficult, however, to see him fighting as ac-

tively as the armies now in the Hunan field. Conversely, an attack by him on Wu Pei-fu is a still more remote possibility. This is said in full cognisance of his sudden challenge, not so many months ago, in Anhui and Kiangsu, culminating in the retreat northwards of Fengtien divisions which had come down on the flush of success.

Then we come to the Fengtien party, of which Marshal Chang Tso-lin is the undisputed head. He is guarding the home fires of "the three eastern provinces" (not counted in China Proper) which form Manchuria.

What Fengtien Means.

His two chief lieutenants are General Chang Tsung-chiang and General Chang Hsueh-liang, the latter being the son of the Marshal. These two command the Fengtien troops now garrisoning Shantung and Chihli provinces and, of course, the capital at Peking.

Fengtien, by the way, is one of Manchuria's three provinces and is the name given to the party.

From Peking a railway runs to Kalgan, along which is the famous Nankow Pass. Independent sources have reported the capture of this strategic post by the Fengtienites and their allies. Then an official message from Canton (on Thursday) said that the other side was winning and was threatening Peking!

Canton's Professed Allies.

The other side is the Kuominchun.

Kuo Min, i.e. the two characters together, mean National. Chun means army. As tang means party, Kuomintang means Nationalist Party.

The Kuominchun's head is Feng Yu-hsiang, the Christian general; said to be anywhere between Moscow and Kalgan.

Kalgan is the headquarters of the Christian general's armies. Expelled from Peking, the Kuominchun re-assembled along the Mongolian frontier and this present campaign around Nankow is the result of an attempted "come back."

Hopes and Actual Facts.

Wu Pei-fu's alliance with Chang Tso-lin has meant genuine co-operation in the battlefield against the Kuominchun, so that the allies have a clear run from the Yangtze (in Hubei) up to Manchuria.

Canton's hopes are that the Kuominchun will cut a way in between and be able to separate the Fengtienites (penning them back in Manchuria) from Wu Pei-fu's headquarters in central China. Then a combined offensive from North and South will eliminate Wu Pei-fu and leave the National Army and Party in control of the whole of China Proper. Ostensibly Manchuria will next be subjugated. In no derogatory spirit is it said that such a vast expanse of ground cannot be governed by the present resources of the self-styled republicans of Canton.

HUNGRY GHOSTS.

ABOUT THE LOCAL STREET JOSSING.

"OLD" CHINESE CUSTOM.

Have any non-Chinese in Hongkong been wondering what is behind the week of street worshipping this week?

As was explained last Saturday in the "China Mail," it is the season for burning offerings to departed souls. The money thrown at random is also intended for needy ghosts, but is all picked up by the street urchins who give into a rugger scrum to fight for the coins.

To-morrow is the 15th day of the 7th moon according to the "old" calendar, it being the Chung Yuan Chieh, the festival consecrated to the dead. Here is something on it by a recognised authority:—

"On the 1st day of the 7th moon the gates of purgatory are opened, and the hungry ghosts troop forth to have a month of enjoyment of the good things provided them by their pious."

Amogha Not Buddha.

"It is especially on the 15th day that liberal offerings of food are set out, paper money is burnt for the enrichment of the dead, and masses are said for the release of the unhappy ghosts."

"The festival itself is a Buddhist introduction due to Amogha; though the worship of ancestors did not originate in China with the coming of Buddhism."

"By foreigners this feast is often called 'All Souls' Day'. The Chinese equivalent is Yu Lan, which also falls this season. It is the transliteration of a Sanskrit word."

Wanting the Lion's Share.

Yet another scribe, who writes of observations in North China, observes:—

"The illiterate Chinese people never care to leave their homes on the evening of this day for fear of encountering one of these wandering ghosts. They stand in great dread of evil spirits, even of the spirits of their own ancestors."

"Some of these hungry spirits are very rowdy, and when the people make offerings of food, they try to get the lion's share, or to get at the more delicious dishes by forcing the meeker spirits away. For this reason, we see in connection with the ceremonies and services for the feeding of the hungry spirits a long array of gods with ugly and ferocious faces being brought out in a procession."

Like Dante's Inferno.

These gods are taken out for the purpose of putting a check upon the rowdy spirits, so that a fairly even distribution of the good things provided may be made.

"In Shanghai, five gods attend to the distribution of food, their names being Sin Kong Chu, Kao Chang-Chu, Say Pah Chu, Zing Chu, and Chang Sung Chu—all of them were natives of Shanghai, according to Chinese tradition."

"The ceremony of feeding the hungry spirits is very interesting to watch. It was originated by Moe Lee, a disciple of Buddha, who saved his mother from Hades. He went through all the different regions, the narrative reminding one of Dante's Inferno. But that is another story."

It is notified that the Western Electric Company, Incorporated, of 195, Broadway, in the City, County and State of New York, United States of America, have by assignment become proprietors of Letter Patents Nos. 7 of 1924 and 6 of 1925.

Record for China.

One province has not been dealt with in this brief review. It is left to the last because of its unique position, politically and not geographically.

Shansi is in the north centre. Since 1911, one man has ruled the province—which can be said of no other province in China. The governor has lived his own life without regard for what goes on elsewhere. The people are satisfied with his diplomacy and can genuinely be described as neutral.

Still, Shansi has been embroiled in the present war in the North. The Kuominchun also tried to get in here and the governor who had been at peace for over ten years—this is a record for the Chinese Republic—was the first to take the field against the invader.

Not Even a Guess.

His army, very big for a peace-at-any-price man, is big and strong. Before the Fengtien-cum-Wu Pei-fu allies had launched their offensive, Shansi had inflicted the first check on the Kuominchun.

What of the prospects? Not even the star actors in this complicated drama of life and death can make a guess anywhere near the mark.

Suffice it to state that a complete rout for the Kuominchun will release Wu Pei-fu's allies and troops for the war in the south. This will mean a great superiority in strength on the side against Canton. The Kuomintang may even be threatened at home then.

There was once an old man who said "What! You have a Cold bath when it's HOT! Just you go and buy A GEYSER and try A HOT bath and don't talk such Rot!"

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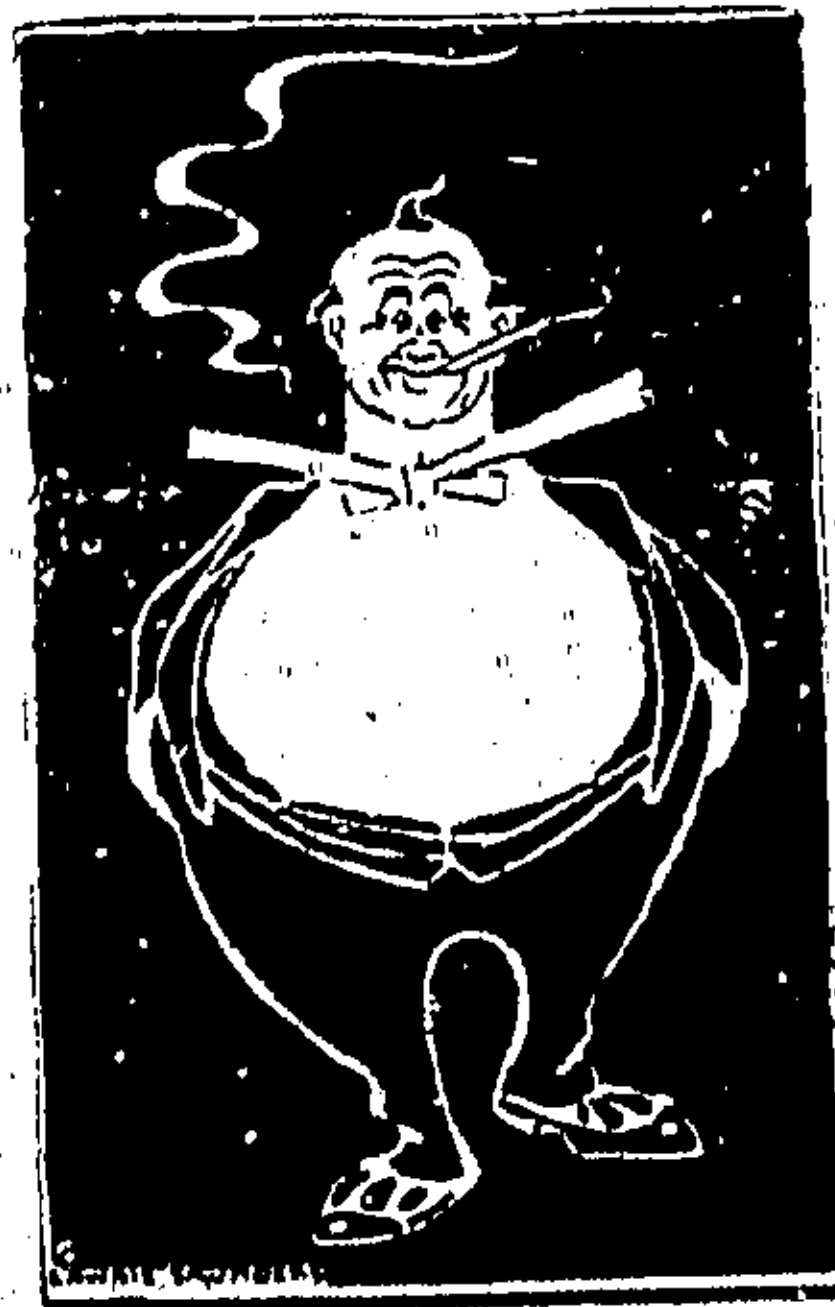
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LOCAL AND GENERAL NEWS.

House furniture will be auctioned by Messrs. Lammert Bros. at No. 4, Observatory Villas, Kowloon, at 2.45 p.m. next Thursday.

Another auction sale of household furniture in Kowloon is announced by Messrs. Lammert Bros. This is to take place at Nos. 6 and 7, Aimal Villas (ground floors), Kimberley Road, at 2.45 p.m. next Friday.

Temperature of 93° degrees, in the shade, was recorded at Pakkai, the port of Kongmoon, on Monday. Last week there was a fairly heavy rainstorm which lasted 20 hours without a stop.—Our Own Correspondent.

Additional "bus facilities for bathing parties are now provided by the Kowloon Motor Bus Company. The ordinary service to Laichikok between 3 to 7 p.m. on Saturdays and Sundays has been supplemented by extra vehicles specially for the purpose.

In answer to a protest from the City Council of Niagara Falls, where Sunday dancing is now permitted in one restaurant, the Attorney-General of Ontario, Mr. Nickle, states that "public dancing cannot be tolerated in a Canadian city on Sundays," and gives assurance that all such dances will be prohibited.

As from last Sunday, the city governor of Kongmoon, "enforced" the construction of modern roads. By this is meant, states the "China Mail" correspondent at Pakkai, that an order has been given to subordinates to start the laying out of thoroughfares which had been contemplated some time ago but left in abeyance.

A warning to wives who neglect to consult their husbands before visiting the hairdresser to have their hair shingled was given in a Paris Cour. Madame Chaplin left home because she alleged that her husband insulted her after she had had her hair shingled. M. Chaplin obtained a deed of separation for desertion. The wife brought in a counter-suit, but to-day judgment was given against her on the ground that "however insulting the epithets used by the husband might have been, they were justified by the fact that the wife had her hair shingled without her husband's permission."

A Malay, Ismail, was fined \$25 in the District Court, Singapore, for exhibiting uncensored films. The films were exposed for sale in an auction room and were traced to the accused.

The mortality returns for the island of Singapore for the week ending July 31, show a total of 322 deaths giving a mortality rate of 32.83. There was one cholera death but no plague or small-pox cases. Four European deaths were recorded.

A number of leopards, which were being transported through New York, escaped from their cages when passing through a suburb, and have fled into the woods. The militia has been called out to capture them. The people are panic-stricken.

Bills have been laid before the Austrian Parliament for the ratification of alterations to the existing tariff agreements with Czechoslovakia and with the Belgian-Luxembourg Customs Union. The proposed tariff alterations in the agreement with Holland have also been laid before Parliament.

Six of the men who were accused of manslaughter for having secreted a number of Arab stowaways in the ballast of the Sid Ferruch, bound from Algeria to Marseilles, of whom 11 died from heat and suffocation, have been found guilty and sentenced to two years' imprisonment, 6000 francs, and to pay the costs of the case.

The arrival in Bogota, Colombia, of an official of the National City Bank of New York has given rise to the report that a substantial loan will be made to the Government after the inauguration of the new President. It is stated that the money will probably be used for financing public works and for railway construction.

It is reported by the Academy of Science in Leningrad that a geological expedition led by Professor Nenadkevitch along the banks of the River Amur, in Siberia, has discovered near Ust Kara, the skeleton of a mammoth, of great size and in excellent preservation. Steps are being taken to convey the entire skeleton to the Leningrad Zoological Museum.

There was a severe gale at Penang on August 11. Two junks were reported missing. Some of the crew, who were found floating in the open sea, were brought ashore.

According to reports from Leningrad the sealing season has been a great success. The herds were located by means of sea-planes, and altogether more than 200,000 seals were killed.

Five persons were killed seven injured at Heidenheim, Wertemberg, where an aeroplane which was giving an exhibition flight, badly landed and dashed into the spectators. The pilot escaped with slight injuries.

During tax collections at Teurenbungan, Acheen, rebels stole on the barge of Captain Dehrens and a fight ensued. Three rebels were shot down. The Dutch losses were Lieutenant Molenaar killed, and three native privates slightly wounded.

The Imperial Merchant Service Guild states that both the captain and chief officer of the "Edith Cavell," who, after the stranding of their vessel last year, were arrested and lodged in jail at the convict settlement of Cayenne, have since died, without doubt as a result of their sufferings at that time. A claim has been lodged for compensation from the French Government.

News has reached Jamaica from the British Minister to Colombia that the captains and crews of two Cayman schooners who were apprehended off San Andreas nine months ago, for turtle poaching in the territorial waters of Colombia, have been released. They had been kept in prison pending legal proceedings, which ended in favour of their contention that they were fishing in neutral waters.

A Chinese woman in Penang was fined \$10 for driving a car without being in possession of a licence. The C.P.O., who prosecuted, stated that he was proceeding along Penang Road when he saw a car with a Selangor number zig-zagging about in dangerous manner. He drew abreast of the car and saw defendant at the wheel with the driver seated at her side. The woman pleaded guilty. The driver was fined \$50 for abetment of the offence.

SOCIAL AND PERSONAL NEWS.

Dr. C. Bennett has been appointed resident physician and superintendent at the Shanghai General Hospital, succeeding to the post left vacant by the death of Dr. J. B. Fearn some months ago.

His Majesty the King has been graciously pleased to approve of Sir Hugh Clifford, G.C.M.G., G.B.E., Governor of Ceylon, being appointed Honorary Colonel of the Ceylon Garrison Artillery, Ceylon Defence Force.

Peking, August 12.—At to-day's meeting of the Cabinet it was decided to appoint General Chiang Yen-hsian as Acting Minister of War and Messrs. Wang Shih-cheng, Chao Eih-tsun, and Sun Pao-chi as higher advisers to the Cabinet Office.

Sir Charles Wakefield, who is partly financing Cobham's flight, has made arrangements for the payment of an annuity of \$100 to the mother of the mechanic, Elliot, in recognition of the dead man's service and heroism in the cause of British aviation.

Montreal, August 14.—A formal denial was issued to-day of reports that Chief Justice William H. Taft was seriously ill. It was said that the change in climate was apparently having a beneficial effect on the Chief Justice and he was enjoying a long walk each day.

Shanghai, August 14.—M. J. Lemiere, well-known French lawyer practising in Shanghai, celebrated his 70th birthday a day or two ago. He was the recipient of many costly gifts, scrolls, etc. from his many friends both foreign and Chinese. Hundreds attended the birthday dinner in Wing On's Hotel on Thursday evening in honour of the septuagenarian.

Manila, August 16.—Sunday was the 84th anniversary of the birth of Ebenezer Cook, prominent Manila resident, and to celebrate the event Mr. and Mrs. Cook were hosts at a small dinner party at their home No. 305 Nebraska. Despite his years, Mr. Cook leads an unusually active life and always puts in a full day's work at his music studio in teaching. Mr. Cook is one of the two Civil war veterans living in the Philippine Islands.

News has reached the "Straits Times" that Mr. A. W. Still, who has been living in North London since his arrival Home, had fallen a victim to the English climate and was laid low by rheumatism when the mail left, being confined to his bed.

We regret to announce the death of Mrs. W. B. V. Hughes which took place at Petahio early on Wednesday morning (August 11) after a long illness. Mrs. Hughes was the daughter of Mr. and Mrs. H. D. Summers, at one time in Tientsin, and was a very popular member of the community.

According to a semi-official report, Mr. Lu Cheng-hsiang, the Chinese Minister to Switzerland, who has lately been mentioned as a probable candidate for the Premiership, has decided to leave Berne in a few days for China and has notified his Government to that effect, mentioning that he proposes to entrust the affairs of the Bern Legation to his First-Secretary.



Refused a visa to enter Britain or Ireland by the British Consul in Chicago, Mrs. Lola Lloyd sailed for France. She intended to enter Britain from there.

Berlin, August 9.—Dr. Samter, internationally noted authority on theology, died here to-day aged 53 years.

Chief Inspector John Ryder, from Tampin, takes Chief Inspector Doel's place at Ipoh headquarters. Mr. Doel has been transferred to Tampin, as Officer-in-Charge of that police district. Mr. Doel has served in Perak for twenty years.

Stuttgart, Germany, August 9.—Marshal Mackensen, hero of one of the major offensives of the World War, was feted to-day by the population of this city when he arrived here to attend the wedding of his son. He is an old man now but he walks with the soldierly erectness of a youth. He seemed much gratified at the demonstration given him.

Mr. W. R. Mowell, of Reuters' Far Eastern organisation, has arrived in Batavia from Shanghai. The object of his visit is to investigate trade conditions and to establish a service for the distribution of financial and commercial reports of the world markets in the Dutch East Indies. Mr. Mowell is expected to be in Java about a month and a half, and in the course of his stay he will also visit Semarang and Soerabaya.

Washington, August 7.—President Coolidge explained at his Vermont farm yesterday that there could be no American recognition of the Soviet Government without a settlement of the debts of the latter. He added that if the debts and property rights were honoured the Soviet would be automatically recognised without conference. President Coolidge had not heard that the Soviet was making plans to recognise its debts.

Amongst the passengers passing through Singapore on August 12 on the Dollar Liner "President Van Buren" from Hongkong to Marseilles, were Colonel, Maia Magalhães, who has retired from the Governorship of Macao, accompanied by his wife, daughter and A.D.C. They stayed on the steamer whilst she was in Singapore, but were entertained at the Paragon of the Portuguese Mission in Victoria Street, at which were also present the Portuguese Consul-General and Madame Ferreira.

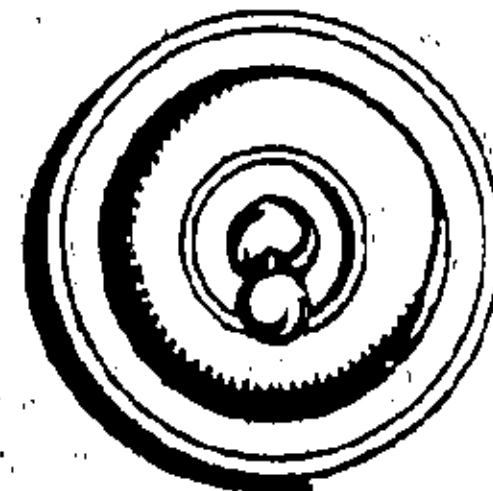
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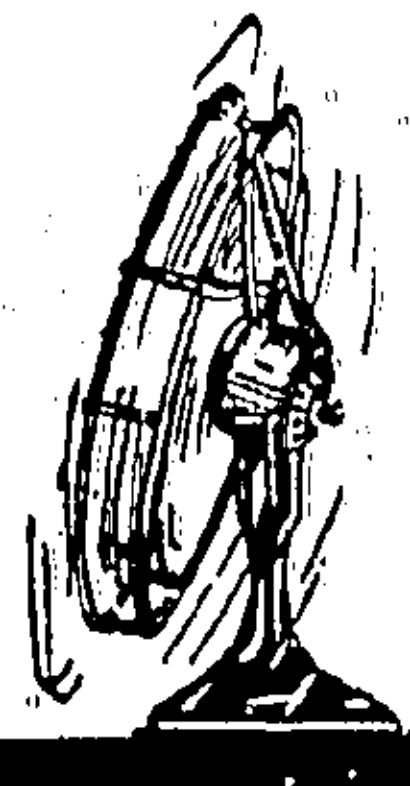
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People and Events in the News of the World



Mr. W. I. Glover, Assistant Postmaster-General, greeted Major T. O. Freeman, pilot of the first plane of the new Boston-New York air mail line, on the plane's arrival at its southern destination.



Mrs. Grace Thompson Soten, writer and President of the American Penwomen, will be one of the two women on the expedition being sent by the Field Museum of Natural History into the wilds of South America to study native life and animals.



The best welcome Commander R. E. Byrd got when he returned to America after his flight over the North Pole was from his mother. "You haven't had any home cooking," she said, after she kissed him.



Scene at Montreal prior to the departure of the Eucharistic Congress. In the centre are the Mayors of Montreal, Ville-la Salle and Verdun.



Torpedoes, carrying malt and weighted so that only the top remained above water, were found on the schooner "Rosie M. B." captured off Montauk Point, N.Y. They could have towed to port unseen.



The "war chest" of Senator William B. McKinley was to be investigated by the Senate committee probing primary campaign expenses. McKinley lost the Republican nomination for re-election from Illinois.



The Delaware River Bridge, connecting Philadelphia and Camden, was opened after great ceremony attended by Governors of Pennsylvania and New Jersey. The bridge is almost two miles long and the greatest span, 1,750 feet—the largest in the world for that type of bridge.

BRINGING UP FATHER.

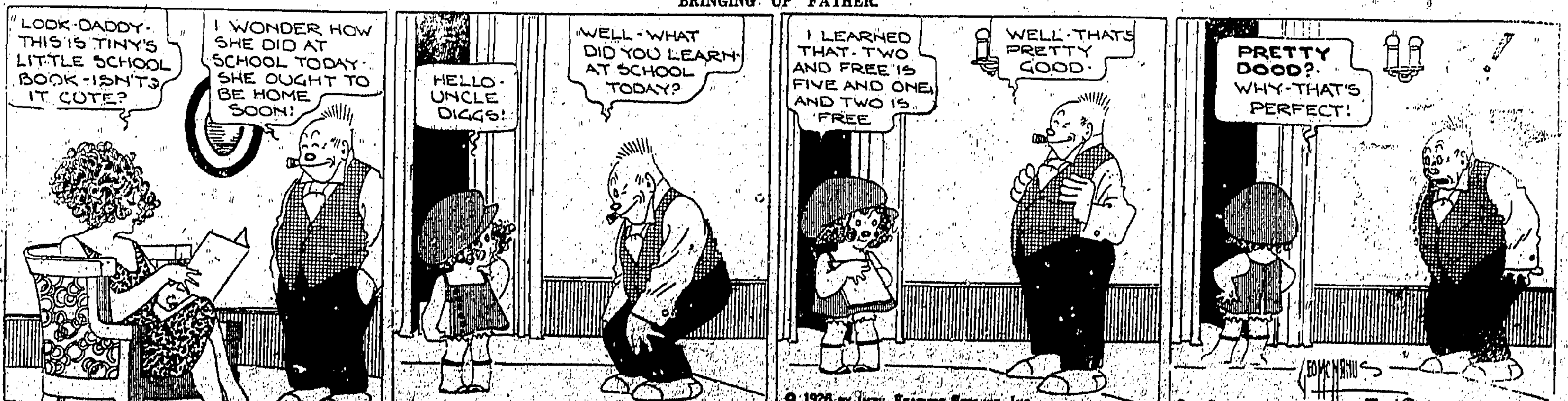
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HOW A NEWSPAPER IS PRODUCED.

"One of the hardest propositions to handle is to describe fully the various stages of a newspaper's life before it reaches the public. Also, one of the most curious desires of very many people is to get a peep "behind the scenes." As I promised you something concerning the newspaper last week, I will not fail you; but, being not much more than a novice, I have had to borrow expert views and information.

The point to realise about a newspaper is that everything must be done at the greatest speed possible; hence, it is one of the most exciting experiences to work in a newspaper office. This speed can only be accomplished by training each man to concentrate on his own work, giving no attention to the simultaneous carrying out of tasks by others.

There is a great deal of fun to be found by working in the editorial office, almost the sole task of which is to get up "copy" for printing; but it is none the less interesting to be employed in other capacities. It is of the press room that I wish to talk so, having supposed that all the news and articles have passed into the compositors' hands, we start there.

The old process of setting type by hand has proved too slow for modern newspaper production; so machines like the Lino-type have come in, and are the most ingeniously built mechanisms, resembling to a large extent the human brain. Perhaps, the Lino-type is the outstanding standard of them all.

The "slugs" that are cast, with their new type-faced surfaces are assembled into columns and are screwed up in frames to form a page.

When press time comes, these "forms" are swung into the machine room. When all is ready, the lever is pressed down, and the printing begins. The noise caused by the older machines has practically been abolished by the modern methods.

Some printing presses print, assemble the pages, and fold the newspapers all in one continual process, but there are still very many newspapers which do not have to resort to such elaborate machines. The last stage is the distribution of the papers to the newsboys, who, ten minutes later, keep shouting mispronunciations at one.

KNOWLEDGE IS POWER.

"Knowledge is Power," they say, and I myself am inclined to think that they are by no means wrong. I know that every boy and girl is curious and has a great thirst for knowledge. So I have decided that these general knowledge items must appear every week.

Well, my friends, do you know that—

Watercress is extremely useful as a blood purifier. The eyelids close involuntarily when danger threatens the eyes?

Owls cannot have their eyes? Light-haired people usually live longer than the dark-haired?

Rapid growth of finger-nails is a sign of good health?

The human body generates enough heat during the day to melt 44lbs. of ice and raise the liquid to boiling point?

A snail will take fourteen days and five hours to travel a mile?

Birds have better sight than any animal?

The humming of a bee is caused by its wings?

The average weight of a human brain is 3½ lbs.?

Drinking too much water induces fatness, while not drinking it causes thinness?

A dream seldom lasts more than 5 seconds?

Lutuce and onions cure shaky nerves?

Colour-blindness cannot be cured?

FOOD FOR THE GODS.

This week's recipes are quite novel, in that they are more or less fancy dishes.

Ambrosia. Peel some oranges and cut into pieces. Slice up one or two lemons with the rind on. Cover all with 'caster' sugar. Allow to stand for at least two hours before serving.

Concordia Peaches. Boil some rice in milk slowly for an hour, and when it becomes quite firm add sugar to taste, also some vanilla essence and two yolks of eggs. Stir on the fire until the eggs are set, then fill a mould. Stew some peaches from a tin for a few minutes. Then turn out the rice, dish up the peaches on it, and serve decorated with strips of blanched almonds.

Snow Eggs. Separate the white from the yolk of six eggs, and whisk the former to a stiff froth with a tablespoonful of 'caster' sugar. Put a quart of milk into a saucepan, sweeten it to taste, and bring nearly to the boil. Then take two dessert-spoons, and shape the white of egg, dropping it one by one into the milk. When set on one side, turn over. Then take out and drain on a sieve.

Strain the milk into another pan, and let it get cold. When so, mix with the yolk of eggs, and simmer gently over the fire to make a custard. Flavour with vanilla, and pour into a glass dish. When quite cold lay the snow eggs on top, and serve.

"Ambrosia" is most suitable for the afternoon; or you can prepare a good lot, let it dry, put into a bottle, and you will have it when guests call unexpectedly or when you feel like having some candy.

The second and third recipes are entirely new ones, and are the inventions of Miss A. Beatty-Pownall, who edits "The Queen." I have chosen some very delightful recipes for next week; be sure you do not miss them.

"MY BOAT!"

The above is the title of a little poem by John Lea, who not many years ago was a very well-known children's poet. It runs so smoothly and is so beautiful that it captivates every juvenile mind.

My boat is on the river,
A-sailing it will go,
Beyond the mill, beyond the town,
Where merry waters flow.

My boat is on the river,
Who sails with me to-day?
The wind upon the shining stream
Is calling us away.

Oh, will you come to Fairyland
Among the sun and shade?
And will you see the tiny boats
The withered leaves have made?

They float along in little fleets
Beside the grassy shore,
All on the way to Fairyland—
But they come back no more.

But we will only drift along
To yonder willow tree,
To take a peep at Fairyland,
And then come back to tea.

"THE AUSTRALIA SPLOSH."

This is another fancy dive which Miss Annette Keilermann teaches, and should prove quite enjoyable if performed properly.

Stand erect on the edge of the springboard, and spring well out, doubling up your body in the air, stooping down and clasping your knees. In fact, you should endeavour to roll yourself into almost a ball, with your head thrust well forward and your chin down. You should enter the water in a sort of sitting position. See that your feet are pointed almost straight downwards.

This is a much more difficult dive than the "Dolphin," and is a bit harder to understand. Nevertheless, I shall be pleased to give you further explanation in case you may want it.

MISS WOO, M.B.E.

Where She Spent Her School days.

The award of an M.B.E. to Miss Foon-yee Catherine Woo, headmistress of St. Paul's Girls' School, is well-known here; but very few know about Miss Woo's school days. I thought it might be interesting to reprint the following paragraph from "The Children's Newspaper."

"For the first time on record a British decoration has gone to a Chinese woman. Miss Woo came to England in 1912, and many South London girls will remember her at Clapham High School. She went to Cherwell Hall, Oxford, and was for a time at Cheltenham College. On returning to Hongkong in 1917 she was asked to become headmistress of St. Paul's Girls' School, which a number of Chinese parents had started. In ten years this has become such an important school that the British Government has given it a valuable site for a new building, and the new school, capable of holding 700 girls, is soon to be opened."

TRUTH ABOUT THE AURORA.

From London comes a message saying that certain scientists have formed a new theory about the real cause of the Aurora Borealis.

They claim that the Aurora is an electrical discharge in the upper regions of the atmosphere, probably set up by particles emitted from sun spots.

The older theory was that this marvellous phenomenon is but just a reflection of the sun's rays. The explanation given last week was somewhat in between these two; I did not say that it was a reflection of the sun's rays nor did I say that it was not an electrical discharge. I do not claim distinction; but because the mean is in everything usually correct, I have a notion that I was not very much in the wrong.

The new theorists hope to learn what they think will be the real truth by means of a small prism of glass, encased in a bronze holder.

Professor Dingle, assistant professor of Aströ-physics at the Imperial College, says that the approach this year of the maximum number of sun spots, which recur every ten years, will afford the best time for observations and experiments. He says that the Aurora will appear more often and will increase in grandeur as the sun becomes more "spotted."

At present there is no space for any argument; the world must see first the result of their research and the explanations they give along with it.

MORE HOWLERS!

Utopia is a district in the south of France.

"Paradise Lost" is sometimes called the "Doomsday Book."

Cereals are very lengthy pictures shown in the cinemas.

Parallel straight lines are those which, when they are produced so as they meet, do not meet.

The letters Q, E, D. are contractions of the phrase "Quite Easily Done."

The heart has two oracles—a right oracle and a left oracle.

Aeroplane is made of a very light metal called petroleum.

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Printed and published for the concerned by GEORGE WILLIAM
CADE BURNETT, Managing Editor, at 5, Wyndham Street,
Hongkong.